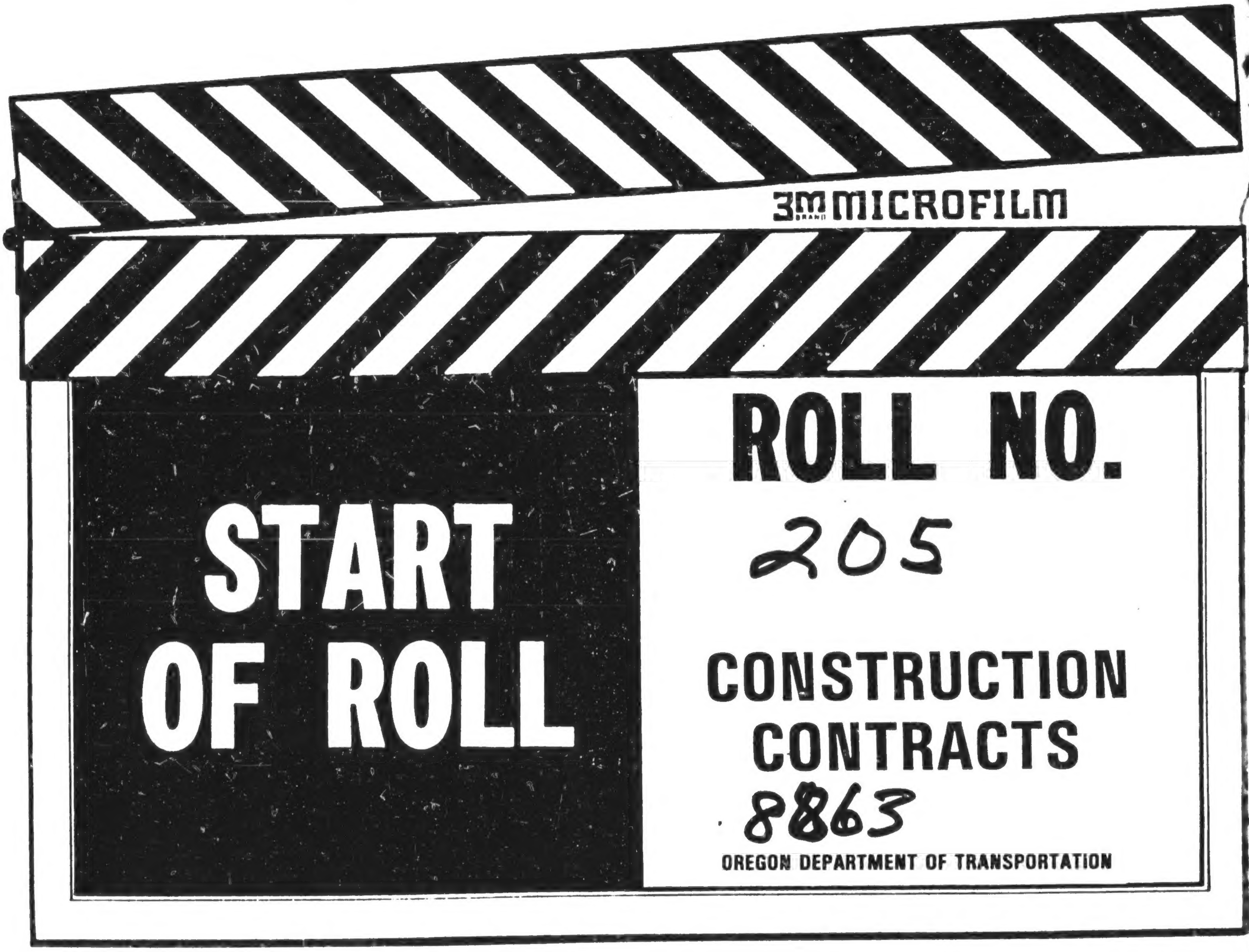

3M MICROFILM

START OF ROLL

ROLL NO.

205

CONSTRUCTION CONTRACTS

8863

OREGON DEPARTMENT OF TRANSPORTATION

1979 Del Rey Beach Access 8863
Rd.-Neawanna Cr. Sec. on
Oregon Coast Hwy. (Grade & pave)

8863

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Astoria, Oregon
June 16, 1981

FILE:

Eldon L. Everton

FROM: Eldon L. Everton
District Engineer

TO: C. O. Fredrickson
Region 2 Engineer
East Salem Highway Bldg.
Salem

SUBJECT: Curbing and Paving
Jerry Eller's Pizza Restaurant
Oregon Coast Highway
Seaside

NOTED
H.S. COULTER

For your information, the curbing in front of the Pizza Palace in Seaside was removed on Wednesday, June 10, 1981, and the paving that was required to be done by State forces in Mr. H. S. Coulter's letter of February 11, 1981 was completed.

Both Chet Anderson and myself have looked at the work since it has been completed and feel that the paving that was done by the Astoria section crew is satisfactory. I have not heard anything pro or con from Mr. Eller.

Prior to doing the work, Jack Moffitt and myself met with Mr. Eller and went over in the field, exactly what we would do, and everything met with Mr. Eller's satisfaction at that time. The work that the section crew did is exactly what we advised Mr. Eller would be done, so hopefully this matter should be closed.

ELE:db

REGION 2 ENGINEER
RECEIVED
JUN 1[illegible] 1981
☐ RLE ☐ RBE
[✓ RE] [✓ RCE] [✓ RME] [✓ RTE] ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

RECEIVED
STATE HWY ENGR
JUN 19'81
REFER TO

FOR
Info Inves R/D D/R Sign Act File

CC: Scott Coulter

8163

HIGHWAY DIVISION

C. O. Fredrickson
Region 2 Engineer

February 11, 1981

H. S. Coulter
State Highway Engineer

Curbing
Jerry Eller's Pizza Restaurant
Oregon Coast Highway (US101)
Seaside

Please proceed to remove the extruded curb at Jerry Eller's Pizza Restaurant on US101 in Seaside as outlined below.

The curbs south of the south driveway and north of the north driveway should be removed completely. The curb in front of the restaurant is to be left intact until a paved apron can be placed.

The paving is to extend from the existing pavement edge to the right-of-way line along the entire frontage of Mr. Eller's property. It should also be tapered from the top of the existing pavement surface down to a line meeting whatever surfacing Mr. Eller installs. A small drainage depression from the south edge of the north driveway should be formed in the paving when it is installed. The drainage depression should slope to the south and extend past the south edge of the restaurant.

At the time the paved apron is completed, the curbing extending north from the south driveway should be removed such that the end of the curb is opposite the south end of the restaurant.

There is a short section of old curb now in place (painted yellow) on the right-of-way. Prior to paving the apron, please remove this curb.

cc Paul Phillips

LEG:ds lb
bc L. E. George
E. L. Everton

8863

L.

December 9, 1980

CON
8863

Mr. Jerry Eller
Pizza Palace
Highway 101
Seaside, OR 97138

Dear Jerry:

This is to inform you that we have not forgotten you and the traffic situation at your Pizza Palace in Seaside.

We are making a detailed study of the situation, and since this is not the time to be doing any additional paving and our Traffic Engineer, L. E. George, has to be in your locality shortly after the first of the year, he will make an appointment with you to discuss this matter further.

If you have any questions in the meantime, please feel free to contact me.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Jackie Winters

bc C. O. Fredrickson
L. E. George--TAA

COM 6-6

INTEROFFICE MEMO

STATE OF OREGON
Highway - Traffic 378-6537

RECEIVED
STATE HWY ENGR
NOV 24 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: November 20, 1980

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Access Control at Pizza Parlor
Oregon Coast Highway No. 9, M.P. 19.7
Seaside CONTRACT #8863

As requested, we have reviewed conditions on the Del Rey Beach Access Road-Neawanna Creek Section, with particular attention to conditions at the three driveways in the vicinity of the pizza parlor near M.P. 19.70.

A field review of all curbing installed in this section indicated that there are only two locations which have experienced repeated vehicle hits. The first location is at an intersection in the four-lane section where trucks making a right turn from the highway are rubbing their rear wheels against the curb. This location does not appear to be causing vehicular damage.

The second location which shows evidence of repeated hits is between M.P. 19.58 and M.P. 19.73 on the west shoulder. These limits correspond to the highway frontage of the pizza parlor owned by Mr. Jerry Eller. Judging from the frequency and extent of damage to the curbing in this area, it does appear that additional delineation is needed.

The apparent situation in this area is that the appearance of the curbing combined with the A.C. highway shoulder and the A.C. pavement of the pizza parlor parking area give the impression that the curbing is a paint stripe which can easily be traversed. Once the curbing is traversed, the vehicles then encounter an additional 2 to 16-inch drop off. The combination of the raised curb and shoulder drop off tend to hang up the vehicles and cause significant damage to the curbing. It appears as if the drop off is required to provide proper drainage along the roadway.

The numerous letters in our file from Mr. Eller indicate that he will not be happy until the curbing in front of his establishment is removed. Simply removing all of this curbing will not alleviate the problem as the 2 to 16-inch drop off will still remain. Also, for the safety of the highway users, I do not feel we could justify removing all of the curbs. It is my recommendation that we install additional delineation along the curbing to eliminate the illusion that curbing is a paint stripe. This could be accomplished by mounting 48-inch round flexible delineator posts on 15-foot centers along the curbing. Reflective tape should be installed around the top of the posts to provide 360° reflectivity during hours of darkness. This treatment will provide better definition for the parking lot access points and will not create a fixed object hazard nor will it restrict the sight distance of vehicles trying to exit the parking lots.

Contains Recycled Materials
81-125-1387

In addition, it is proposed that 10-feet of curbing on each side of the southerly driveway be removed and 10 feet of the curbing be removed on the southerly side of the middle driveway. This will require additional paving in the parking area to eliminate the drop off from the highway. It is also proposed that a short yellow centerline stripe be installed in the southerly driveway at the highway. Since these proposals involve work off of the highway, Mr. Eller should be contacted before the work is done.

L. E. George
Traffic Engineer

DKH:jrb

8863

L.

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November 17, 1980

Jerry Eller
Pizza Palace
Highway 101
Seaside, OR 97138

Dear Jerry:

Scott Coulter and I did review the bowling alley the country stores, and other sites along the highway route. In fact we toured the complete route where curbing installation has occurred. I agree with you that it is questionable as to why some locations were curbed and others were not. I also concur that the curbing at your location can create accidents and should be removed. Particularly the curbing directly in front of the building.

Scott has assured me that he will take an indepth look into the problem and determine a solution. Should you have any questions, please contact Scott direct.

Sincerely,

Jackie Winters

Jackie Winters
Assistant to the Governor
Ombudsman

JW/kh

cc: Scott Coulter

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO Frederickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

HSC ans. Dec. 9

#8863 L.

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

8-22-80

REGION NO. 10	REPORT NO. 2	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 8/22/80	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. F-2-6(3)
COMPLETION DATE 10/12/79	ACCEPTANCE DATE BY CONTRACT AGENCY 1/30/80	TIME ELAPSED 95 %	CONTRACT TIME 240 CWD
APPROVED EXTENSIONS --	LOCATION US 101, Seaside NCL, N 2.76 mi.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DEL REY BEACH ACCESS RD. - NEAWANNA CR.
OREGON COAST HWY.
Paving, Curbs, & Guardrail

This project provided for overlaying the existing travel lanes, re-establishing a crown-cross section, installing access control curbs, and replacing/installing guardrail.

The final cost of the completed project underran the original estimate by 2%.

A final inspection was made October 19, 1979. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
AUG 28 '80
REFER TO
cy Kessey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W.H. Kappus	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G.K. Hossner
TITLE Area Engineer DATE 8/26/80	TITLE Field Operations Engineer DATE 8/27/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8863

NOTED
H. S. COULTER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

May 28, 1980

Mrs. Jackie Winters
Ombudsman
Office of the Governor
160 State Capitol
Salem, OR 97310

Dear Ms. Winters:

Following the meeting between you, Mr. Fredrickson and me regarding the complaint of Mr. Jerry Eller about the curb installed to control drainage and access across the highway frontage at his place of business, the curbs were painted and reflectorized on both sides. As also discussed at that meeting, total removal of the curbs, particularly at the southerly end of his property, will be the only solution that he is willing to accept. This would, in effect, make it possible for vehicles using his southerly parking area to back onto the highway when leaving his establishment.

From the standpoint of highway safety, this should not be allowed. Our normal policy is to provide two accesses, maximum, from a highway to a business, and preferably one. Because of the configuration of his parking area, we have allowed three; two at the northerly end and one at the southerly end. Each of these accesses has a 40' curb cut. At no time was a single, 100' access discussed by anyone involved in the project.

We are attempting to restrict what might be called "wide open" accesses, particularly in heavy traffic or congested areas. We are also attempting to place access points at locations where sight distance and visibility are reasonably good. This location has been studied several times, and the access points, as located, fit these criteria.

In any circumstances where our approach to the safety of the motoring public restricts or takes away something someone has been using, we expect to encounter resistance. Generally, a rational explanation will overcome this feeling on the part of the property owner. In this instance, such is not the case.

Sincerely,
ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION II ENGINEER

COF/gl
cc: H. S. Coulter
Eldon Everton

#5863

1.

STATE OF OREGON

INTEROFFICE MEMO

TO: Scott Coulter
State Highway Engineer

DATE: May 21, 1980

FROM: Jackie Winters JW
Assistant to the Governor/Ombudsman

SUBJECT: Jerry Eller

On May 15, 1980, Jerry Eller again contacted me regarding the curbing. He is alleging that although the curbing has been painted it has not reduced the potential accident hazzard, the curbing is again covered with skid markings.

He further maintains that the problem is inadequate access, and that Highway's original plan was to provide a 100' access which was modified to 40' with no explanation. My question is, is there standards used by highway to determine footage? and what was the basis for the decision to reduce accessability?

RECEIVED
STATE HWY ENGR
MAY 23 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

orig to

8863 2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

May 8, 1980
Salem Or. 97310

FROM: David R. Weaver
REGION TRAFFIC ENGINEER

SUBJECT:

TO: Regional Striping Crews

Copy
PER 7-1

This office received a complimentary telephone call from Mr. and Mrs. Hudson of Bud's Campground in Seaside. They were very appreciate of the work that was done to delineate the curbs on that portion of the Oregon Coast Hiway. They specifically requested that you be complimented on your work and that you be informed that since this work was done there have been no vehicle involvement with the curbing. Thank you for your efforts to maintain and improve our roadway markings.

DRW/st

cc: H.S. Coutler
Eldon Everton

Noted
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 9 - '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

#8863

L.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

CON 5

TO: Jackie Winters
Assistant to the Governor/Ombudsman

DATE: April 28, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Jerry Eller

I am attaching a copy of a memorandum received from the Region 2 Engineer which indicates that the curbs near the pizza parlor owned by Jerry Eller have been painted and reflectorized.

I hope this action is satisfactory. Please let me know if I can be of further help to you.

HSC:ia

Att.

cc C. O. Fredrickson
Eldon Everton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
April 25, 1980
Salem, Oregon

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: Asphaltic Concrete Curbs
Highway 101, Clatsop County

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

The Region 2 striping crews have been in the Seaside-Astoria area for the past week. Following our discussion with the Governor's Ombudsman regarding the complaint about the curbs near the Pizza Parlor owned by Mr. Eller, they were instructed to paint and reflectorize both sides of these curbs when they were in the area.

This work has been completed.

COF/rgb
cc: Eldon Everton

RECEIVED
STATE HWY ENGR
APR 28 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8863

February 12, 1980

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

COM 3
Contract #8863

Gentlemen:

On February 1, 1980, we wrote to you concerning release of final payment on Contract No. 8863 awarded to Babler Bros., Inc. for work on the Del Rey Beach Access Road-Neawanna Creek Section of the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $36,399.47 and the total contract amount is $696,336.21, including $3,248.42 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc: C. T. Kessey
Walt Hart
C. O. Fredrickson

#0863

2

From the desk of:
H. Scott Coulter

February 8, 1980

Paul Phillips
Deputy Ombudsman
160 State Capitol
Salem, OR 97310

Dear Paul:

Attached is the report on the accident incidents near the Pizza Palace that you requested.

Sorry for the delay.

H. S. Coulter
State Highway Engineer

HSC:ia

Att.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: T 9-6

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 5, 1980

for David Williams

FROM: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Pizza Palace
Oregon Coast Highway
M.P. 19.58-19.72

TO: H. S. Coulter
State Highway Engineer

The accident history of the Oregon Coast Highway #9 (US101) has been reviewed in the subject section. A reported accident history is available through the end of August, 1979. Review of this collision diagram indicates that one accident involved a vehicle exiting from the Pizza Palace in May of 1976, a second involved a vehicle apparently trying to enter the Pizza Palace in April of 1975 and a third vehicle was stopped for a left turn apparently to enter the Pizza Palace in May of 1979. No accidents have been recorded since completion of the curbing project.

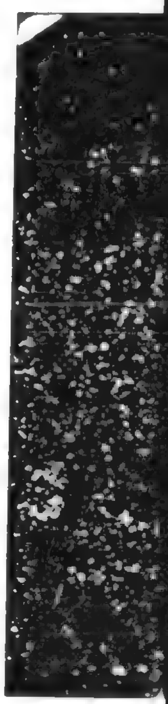
Sgt. James D. Shepherd of the Oregon State Police office in Astoria was contacted by the Region Engineer, the Region Traffic Engineer, and the District Engineer on January 18, 1980. Officer Shepherd advised us that to the best of his knowledge there has been no increase in the vehicular accidents occuring in the vicinity of the Pizza Palace. The District Engineer personally contacted the State Highway employees who live in the area and/or travel this portion of road frequently. None of those people contacted were aware of or observed any increase in the accident frequency at this location.

The District Engineer has had numerous favorable comments from people advising him that they feel that the portion of highway that was overlayed from Neawanna Creek Bridge to Del Rey Beach is much safer since the completion of the overlay project. The attached photographs were taken Thursday, January 31, 1980. Photographs 1-4 show gouges in the asphalt curbing that were apparently made by vehicles exiting or attempting to exit from the Pizza Palace. As show in picture 5, many of the gouges were in an area where vehicles should not normally be in. Picture 6 shows the scars appearing from the opposite side of the roadway to the Pizza Palace. No gouges were made in the asphalt concrete curbs in other portions of this project. Visibility of these and the other asphalt curbs were satisfactory during all weather conditions both night and day. It would appear to this office that there is a possibility that vandals may have deliberately driven certain types of vehicles over these curbs. No modifications to the asphalt curbing on this project would appear to be appropriate at this time.

DRW:COF/mdd
Attch.
cc: L. E. George
Eldon Everton

①

②



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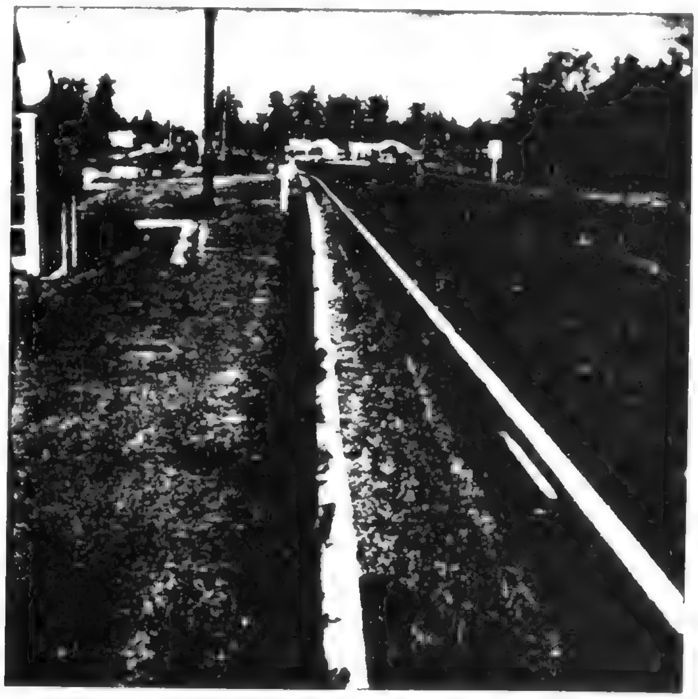

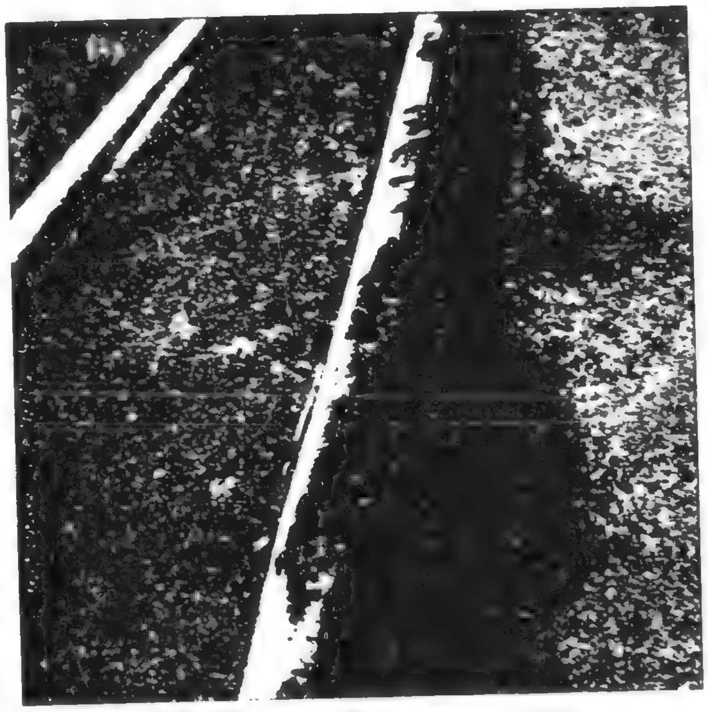

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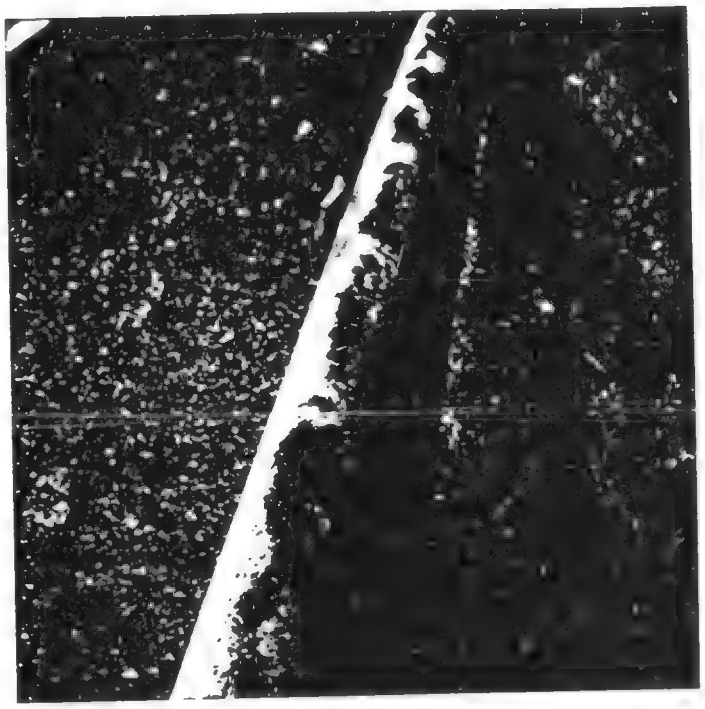

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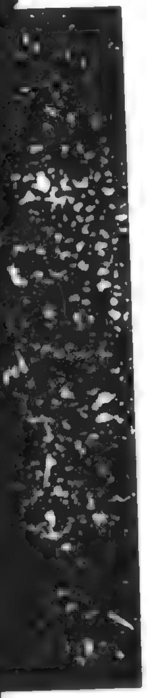

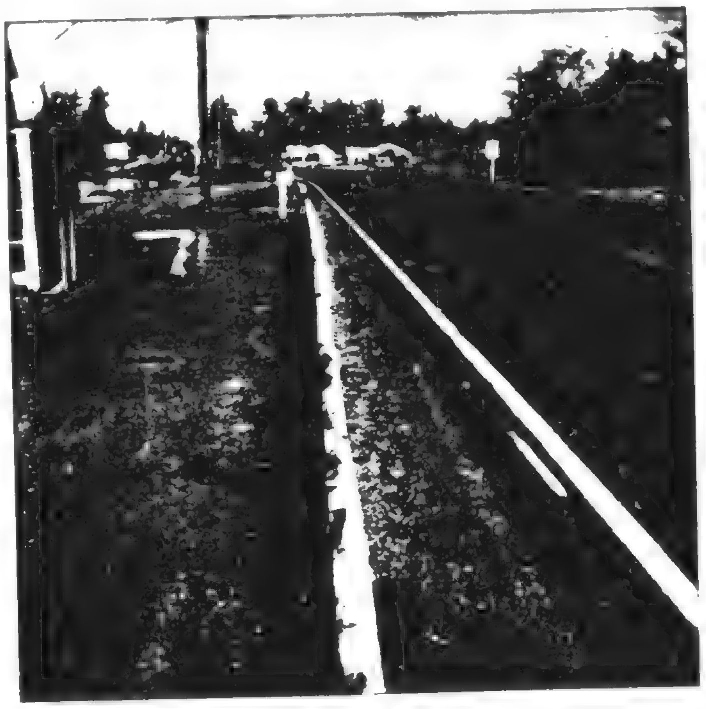

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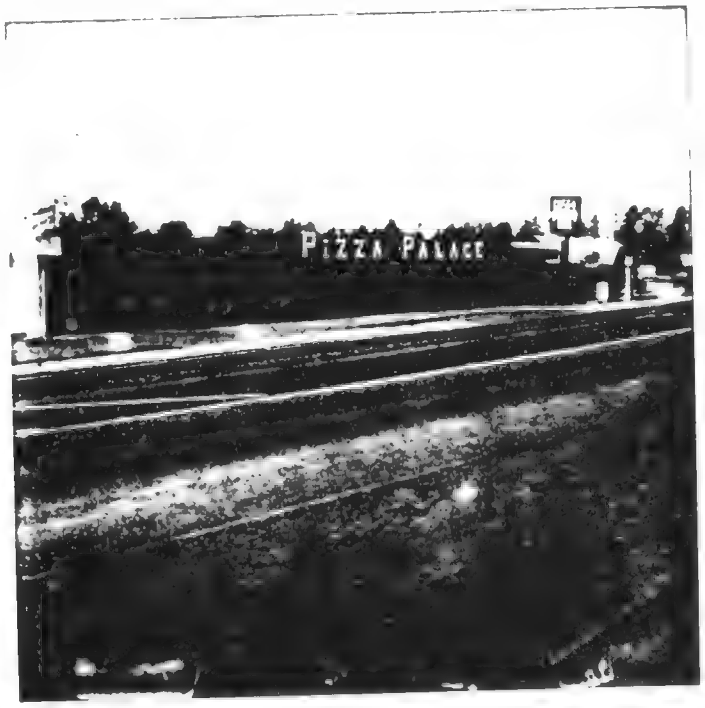


PIZZA PALACE

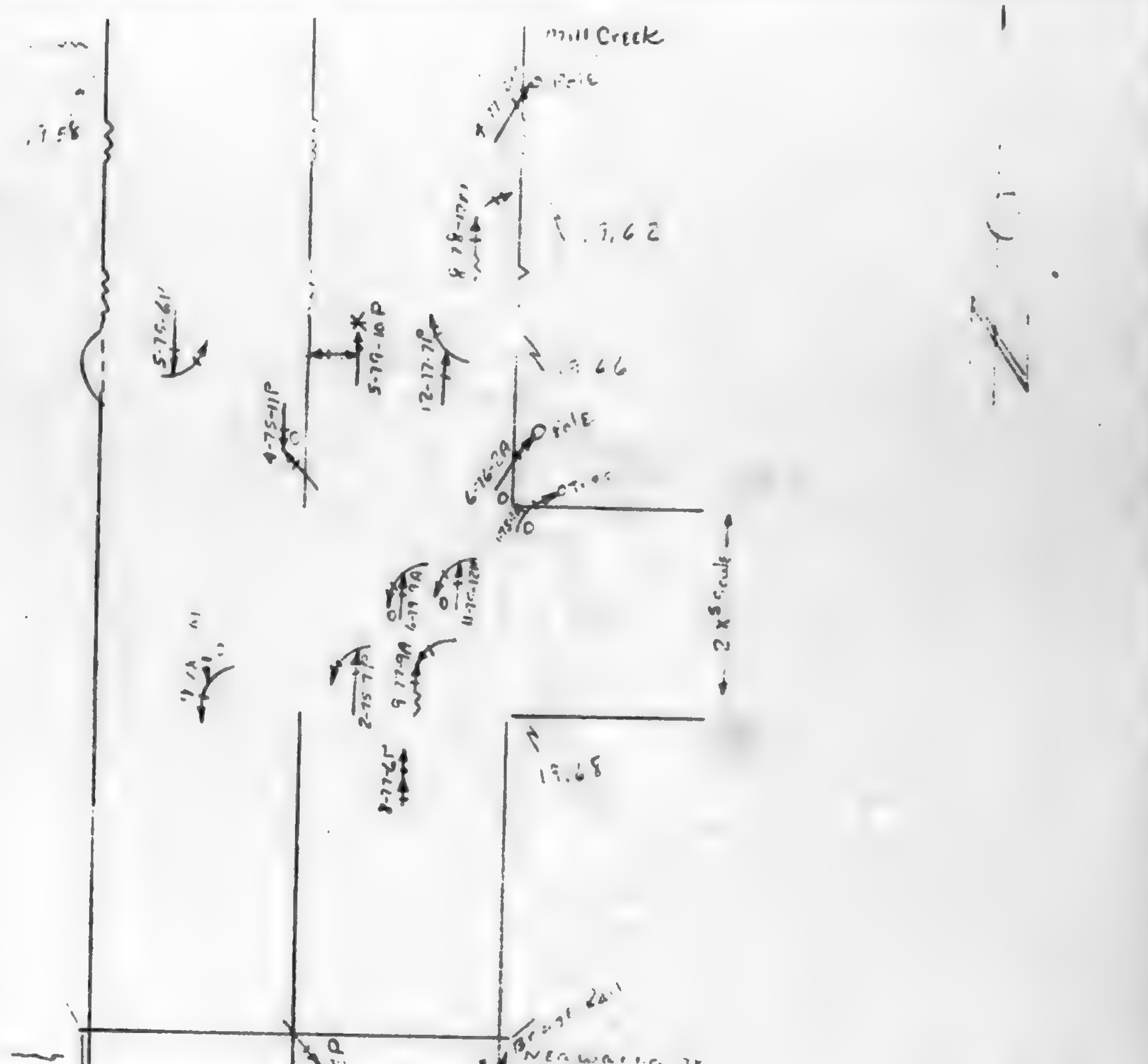
[illegible]

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ____________ County Clatsop
Intersection of Oregon Coast Hwy. and ____________
Highway Number 9 (US 101) MP 13.58 To 13.72
Period Covered 1-1-75 8-31-79
Compiled by S[illegible] Drawn by ____________ Date 1-24-80

LEGEND

- ● Person Killed
- ◁----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe


Mill Creek
Pole
13.58
13.62
13.66
Pole
13.68
2 x 8 culvert
5-76-6P
5-79-10P
12-77-7P
4-75-11P
6-76-2A
8-78-1P
2-75-7P
9-77-9A
6-77-9A
11-76-12N
8-77-6P
1-76-5P
6-76-2P
Bridge Rail
Necanicum Rv
13.72

Day 7
Night 9
Total 16

- ◁----- Path of Pedestrian
- ←—— Path of Vehicle
- ←----- Path of Animal
- ←—— Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded
- * Stopped [illegible]

Collision Type	1975-1976				1977				1978				Jan-Aug 1979				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on		2		2														2		2
Rear-end							1	1			1	1							2	2
Sideswipe																				
Turning Movement			2	3			2	2		1		1		1		1		3	4	7
Parking																				
Non-collision																		2	2	4
Fixed Object		2	1	3			1	1												
Pedestrian																				-
Backing															1	1			1	1
Misc																				
TOTAL		5	3	8			4	4		1	1	2		1	1	2		7	9	16

Form E-261-6-70

8863

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.-Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.-Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter

H. S. Coulter, State Highway Engineer

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

- 8863

CON 5

RECEIVED
STATE HWY ENGR
NOV 9 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

DATE: October 25, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-2-6(3)

Contract 8863, Work Completed October 12, 1979

Project Del Rey Beach Access Rd.-Neawanna Crk.

Highway Oregon Coast

County Clatsop

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 19, 1979

D K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: ~~H. S. Coulter~~
✓C. T. Keasey
C. O. Fredrickson
R. D. Church

RECEIVED
NOV 8 1979
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Olson
Richards
Berg
Inloes
Widmer
Gebauer
Church

8863

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Del Rey Beach Access Rd. - Neawanna Creek

WEEK ENDING: October 13, 1979

SECTION PREFIX: 004-1027

HIGHWAY: Oregon Coast

COUNTY: Clatsop

NAME OF JOB: Del Reay Beach Accems Rd.-Neawanna Cr.

KIND OF WORK: Grading and Paving

CONTRACTOR: Sabler Bros., Inc.

CONTRACT NUMBER: 8863

FEDERAL AID PROJECT NUMBER: F-2-6(3)

DATE OF CONTRACT: January 29, 1979

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: October 27, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 240

CALENDAR DAYS USED 227

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 95

PROJECT AUTHORIZATION: $ 782,307.83

EXCLUSIVE OF ENGINEERING: $ 720,274.61

ENGINEERING AUTHORIZATION $ 62,033.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 745,312.36

ENGINEERING COST TO DATE $ 46,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98

ESTIMATED PERCENT: OVERRUN UNDERRUN 3 %

PERCENT OF AUTHORIZATION 74 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	121			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.76	2.76			2.76
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.76	2.76			2.76
TOTAL ESTIMATED QUANTITIES (CONTRACT)	200 CuYd	26,290 Tons			14,800 Tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	175 CuYd	20,993 Tons			17,846 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Ten Yard Truck,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Fair	221		
MONDAY	8	Fair	222		
TUESDAY	9	Fair	223		
WEDNESDAY	10	Fair	224		
THURSDAY	11	Fair	225		
FRIDAY	12	Overcast	226		
	13		226		

K

Kesey
Jackson
Hopkins
Williams
Johnson
Glenn

RECEIVED
OCT 15 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inlow
Widmer
Gessner
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No activity
MONDAY 8	No activity
TUESDAY 9	No activity
WEDNESDAY 10	No activity
THURSDAY 11	Paved guard rail flares. Placed base rock at the guard rail at the S. E. corner of Neawanna Creek bridge.
FRIDAY 12	Completed paving guard rail flares.
SATURDAY 13	No activity anticipated.

REMARKS

This week the contractor finished the project, clean up and moved all equipment from the area. This will be the last report.

SIGNED Chet Anderson LOCATION Astoria

8863

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 5, 1979

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENG.
JUL 6 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | S-m | Act | File

Ken Berry Jr.

FROM: M. D. Glenn
Quality Control Engineer

TO: E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz

Copy PRO 6

SUBJECT: FHWA Reviews of Project Records and Documentation and Quality of Highway Construction Survey

The following projects have been selected for reviews of Project Records and Documentation and/or Quality of Highway Construction:

Cont. No.	FAP No.	Section	Resident Engineer	PR&D	QHC
		Region I			
8798	FF-TQF-1(4)	Warren-Scappoose	Barnhart	X	X
8860	IX-24(8)	Ross Isl. Br.-S.E. 50th Ave.	Fillmore	X	X
8519	I-205-7(40)311	S. Banfield Interchange	Shotwell	X	-
		Region II			
8788	HHS-75(2)	Monitor Road Junction	Weber	X	X
8863	F-2-6(3)	Del Rey Beach Access Rd.-Neawanna Cr.	Anderson	X	X
8882	HHS-26(14)	Pine St.-Academy St.	Wolfe	X	-
		Region III			
8654	I-F-5-3(111)137	N. Oakland Int.-Sutherlin Int.	Shull	X	X
8756	F-14(5)	Remote	Morrison	X	X
		Region IV			
8804	F-24(14)	Long Prairie Rd.-Willow Flat Rd.	Meritt	X	X
8934	FR-21-3(4)	Crooked River Hwy.-Frederick Butte Rd.	Robertson	X	X
		Region V			
8886	F-30(2)	Pendleton-McKay Reservoir	Ferguson	X	X
8922	FR-76(2)	Columbia River Hwy.-Hermiston	Ferguson	X	X

The tentative schedule is to review projects in Regions 1 and 2 between July 9 to 19 with projects in Regions 4 and 5 being reviewed the latter part of August and September. The quality of construction survey is to be performed whenever feasible - whenever the actual paving or bridge deck placement is being performed. Therefore, reviews will have to be scheduled to accommodate this requirement. The Resident Engineers will be contacted and requested to keep me informed as to when paving will be underway.

The first two projects scheduled to be reviewed are:

July 5-6	Pendleton-McKay Reservoir
July 10 or 11	Ross Isl. Br.-S.E. 50th

Please notify your Resident Engineers of the upcoming reviews. I will be contacting them and your Region Construction Engineers in order to firm up review dates.

MDG:fr

cc: H. S. Coulter
Glen L. Green
Vincent J. Tabor
William H. Kappus

8863

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-103	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-16-79	te Oregon County Clatsop Project No. F-2-6(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Seaside NCL, N 2.76 mi

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-6-78	2.76
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 777,608.00	$ 685,072.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator FEB 16 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, February 9, 1979

Federal-Aid Project
No. F-2-6(3)

DEL REY BEACH RD.-NEAWANNA CR.
OREGON COAST HIGHWAY
CLATSOP COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 17.00 to M.P. 19.76)

Furnish Field Laboratory Building	All Required		$ 2,500.00
Mobilization	All Required		59,000.00
Temporary Protection and Direction of Traffic	All Required		15,000.00
Temporary Signs	990 Sq.Ft.	5.00	4,950.00
Temporary Delineators	150 only	10.00	1,500.00
Flagmen	200 hr.	20.00	4,000.00
Pilot Car	50 hr.	25.00	1,250.00
Removal of Structures and Obstructions	All Required		1,000.00
General Excavation	200 Cu.Yd.	8.00	1,600.00
Bituminous Base Mixture	22,350 ton	10.00	223,500.00
Aggregate Base	3,940 ton	6.00	23,640.00
Class "B" Asphalt Concrete Mixture	14,800 ton	10.00	148,000.00
Asphalt Cement in Mixture	1,520 ton	95.00	144,400.00
Asphalt in Tack Coat	22 ton	200.00	4,400.00
Guard Rail, Type 2A	612 Lin.Ft.	14.00	8,568.00
Guard Rail, Type 3	100 Lin.Ft.	24.00	2,400.00
Guard Rail Anchors, Type 1	8 only	300.00	2,400.00
Extra for Guard Rail Bridge Connections	4 only	120.00	480.00
Rail End Pieces Type C	8 only	140.00	1,120.00
Concrete Curbs	950 Lin.Ft.	5.00	4,750.00
Extra for Asphalt Approaches	89 only	150.00	13,350.00
Extra for Asphalt Sidewalk Ramps	4 only	150.00	600.00
Drainage Curbs	2,850 Lin.Ft.	2.00	5,700.00
Delineators	170 only	18.00	3,060.00
Adjusting Inlets	5 only	250.00	1,250.00
			$678,418.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,000.00
Temporary Pavement Striping	All Required	2,400.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$ 6,700.00

Subtotal	$685,118.00
Engineering	92,490.00
Total	$777,608.00

Length of Project	2.76 mi.
Cost of Roadway Per Mile	$281,742.03

Work Retained in Program Status
(Not included in amounts below)

Rock Gabions (M.P. 19.59)	All Required	$ 2,300.00

Federal Funds (88.1%)	$ 685,072
State Funds	92,536
Total	$ 777,608

Group 1 100%; Group 8 00%
Contract No. 8863
Prefix 4-1027

Oregon State Highway Division
Salem, Oregon, February 9, 1979

Federal-Aid Project
No. F-2-6(3)

Del Rey Beach Rd.-Neawanna Cr.
Nonparticipating - State Work

Setting Mailbox Posts	14 only	50.00	$700.00
State Responsibility For Damages	All Required		1,000.00
Furnish Mailbox Posts	All Required		140.00

8863

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 10, 1979

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 25, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 25 on the following projects:

1. Del Rey Beach Access Rd.-Neawanna Cr.
   Oregon Coast Highway, Clatsop County
   Paving

   Four-foot shoulders and bridge sidewalk ramps provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Jewell Jct.-Summit
   Sunset Highway, Clatsop County
   Grading & Paving

   Climbing lane construction. Existing four-feet shoulders to be replaced in kind.

   Same as No. 1.

3. Lane County Line-Elbow Lake
   Oregon Coast Highway, Douglas County
   Paving

   Four-foot shoulders provided and to be striped and signed as "Narrow Bikeway".

FILE

4. Arlington Rock Production
John Day Highway, Gilliam County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willow Creek Bridge
Heppner Highway, Gilliam County
Bridge Replacement

Four-foot shoulders provided on approaches. Thirty-foot roadway on structure.

Same as No. 1.

6. Herman Creek Bridge
FAS B-436, Hood River County
Structure Replacement

Thirty-foot roadway provided on structure.

Same as No. 1.

7. No. 1 Drain & Lost River Diversion Channel Bridges
Homedale Road, Klamath County
Structure Replacement

Thirty-three-foot, ten-inch roadway and four-foot, eight-inch sidewalks provided.

8. Camp Creek Road (E.W.E.B. Canal) Bridge
Camp Creek Road, Lane County
Bridge Replacement

Thirty-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Willamette River (Harrisburg) Bridge
Albany-Junction City Highway, Lane County
Painting

Same as No. 4.

FILE

10. Fremont Bridge
Stadium Freeway, Multnomah County
Structures

Same as No. 4

11. Pacific Highway West @ SW 53rd Ave
Pacific Highway West, Multnomah County
Traffic Signals

Intersection improvement. Depressed curbs being constructed for future curb ramps.

Same as No. 4.

12. Willamette River (Marquam) Bridge
Pacific Highway, Multnomah County
Appurtenances

Same as No. 4.

13. SW 170th Ave
Tualatin Valley Highway, Washington County
Grading & Paving

Four to six-foot shoulders provided on SW 170th. Five-foot AC sidewalks provided on TV Highway within project limits.

14. Jantzen Beach Information Center
Pacific Highway, Multnomah County
Buildings

Same as No. 4.

DES:lt

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-6-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-2-6(3)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Clatsop

L. Green, Division Administrator
lem, Oregon

ITEM NO. 80393

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

E APPROVED
29-78

DATE AUTHORIZATION EFFECTIVE 12-6-78

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

CATION:

Del Ray Beach Access Rd. - Neawanna Cr. Section

SCRIPTION OF WORK:

Program Change

THORIZED TO PROCEED WITH THE WORK CHECKED BELOW

ELIMINARY ENGINEERING TO DETERMINE
CATION ONLY
LIMINARY ENGINEERING FOR SURVEY AND PLAN
EPARATION
HER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

requested in Mr. Swan's letter of 12-6-78, I approve the program change as llows:

1) Project Number: Change to read "F-2-6(3)".
2) Appn. Code: Change to read "010".
3) Class of Federal Funds: Change to read "Consolidated Primary".
4) Estimated Project Cost by Phases: Change to

TEC	FF	SF
$908,079	$778,859	$129,220

Swan
12-19

-6-78

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

O EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

8863 9

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 26, 1978

Duane O. Christensen
Final Design Engineer

C. O. Fredrickson
Region 2 Engineer

Del Ray Beach Road-
Neawanna Creek
Oregon Coast Highway
Clatsop County

We have reviewed the subject project, in depth with Clarence Gregg, to determine a suitable economic method to restore the crown for drainage and provide a structural overlay within reasonable funding limits.

We propose to restore the crown, which will take up to approximately 5" of 3% emulsion treated base at the centerline, provide an additional 2" of emulsion treated base over this and then 3" of Class "B" asphaltic concrete as a wearing surface. With this proposal we can provide a crowned structural section for approximately $890,000 with a design life of 10 years.

A comparable flexible design with a maximum 5 year life is estimated to cost $700,000.

We would appreciate your concurrence and/or comments on this proposed overlay method. The project is presently scheduled for the December 14, 1978, letting.

1 Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 26 1978
ENGINEERING SECTION

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DOC:ab
cc: F. E. Terpin
Fred Eriksen
Jack Sullivan

8863

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9-27-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-2-6(3)

STATE PROJECT NO. See below

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80393

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 9-29-78	DATE AUTHORIZATION EFFECTIVE 9-29-78	FEDERAL ROUTE NUMBER Primary 2 STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Del Rey Beach Access Rd.-Neawanna Cr. Section

GENERAL DESCRIPTION OF WORK:

Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $503,308 - Federal Funds $431,687.

[illegible]
F KLABOE

Swan
10-6

DATE 9-29-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8863

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 27, 1978

FILE:

Fred Eriksen

FROM: Fred Eriksen
Design Engineering Supervisor

TO: MEMO TO THE FILES

SUBJECT: Del Rey Beach Access Road-
Neawanna Creek Section
Oregon Coast Highway
Clatsop County

Preliminary plans for the project were reviewed on the project by C. A. Anderson, Resident Engineer, and E. L. Everton, District Engineer, on July 31, 1978.

One of the recommended plan revisions from their review was that the 400 feet of type 2A guardrail shown at Del Rey Beach Road Connection (200 feet north and 200 feet south) be eliminated. It was their opinion the guardrail would be more of a hazard than the condition it would provide protection from.

1 Versteeg ✓
2 Christensen Don
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 27 1978
ENGINEERING SECTION

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FE:ab
cc: Robert Royer
E. L. Everton
C. A. Anderson

8863

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1978

1 Versteeg ✓
copy Christensen
George
2 Olson
Terpin
copy Sullivan
Scott
Savage

RECEIVED
SEP 13 1978
ENGINEERING SECTION

copy Trout
Do Not File ☐
Return To
Bring Up / /
Action

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Delray Beach-Neawanna Creek Bridge
Oregon Coast Highway
Clatsop County

Dear Mr. Green:

We are transmitting herewith our wetlands determination per the "FHWA interim guidelines for implementing Executive Order 11990" and your memo of March 27, 1978 on the subject project.

All practical alternatives to this project have been considered and all practical measures to minimize involvement with and harm to the wetlands have been incorporated.

Your concurrence is requested.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter
Manager
Environmental Section

GAP:PTD:ss

Enclosure

cc: J. H. Versteeg w/attach
C. O. Fredrickson w/attach

Form 81-734-3122 (Rev. 7-77)

Delray Beach Road-Neawanna Creek Brid
Oregon Coast Highway
Clatsop County
Wetlands Determination

Description of Project

1. Purpose

To improve highway safety by overlaying the existing travel lanes with a new surface; by installing access control curbs in commercial areas; by replacing and installing flared guard rails at appropriate locations to prevent vehicles from leaving the roadway; by placing guide posts at proper spacing; by widening shoulders where necessary to provide a minimum four foot paved width; finally, by widening left turn lanes where necessary.

2. Termini, Cross-section

The termini of this project extend from Delray Beach Road to Neawanna Creek Bridge, Mile Points 17.00 to 19.73 on the Oregon Coast Highway, State Highway, No. 9, U.S. 101. A cross-sectional map of the project is attached.

3. Expected Construction Activities in Wetland

A gabion wall is proposed for placement on the edge of the wetland about 600' north of the south end of the project (Newanna Creek Bridge), where a box culvert with 3 large culvert pipes in it is currently located. Its purpose is to serve as a surface to securely anchor guard rail at that location and to reduce the effects of wave action under that section of highway. Other construction activities in wetlands have been avoided.

Description of Wetlands

1. Size of Wetlands

There are 21.4 acres of wetlands on the project within 100' east and west of the existing roadway.

2. Location of Wetlands and Relationship to Proposed Project

The wetlands run parallel to the existing roadway and the proposed project limits. See attached wetlands map.

3. Wetlands Classification

The majority of wetlands on this project fall under the estuarine system classification. All standing water tested on August 11, 1978, at low tide was in the range 2.5-17.4 parts per thousand (ppt). This salinity range is considered mesohaline, that is, having intermediate salinity, and is well in excess of the 0.5 ppt lower limit for estuarine wetlands. The estuarine wetlands here from the project's south terminus to about 1200' north of that point and on the west side of the existing roadway fall into the streambed class and occupy about 1.9 acres. North of that point and still to the west, the estuarine wetlands fall into the scrub/shrub class, with more than 30 percent of the vegetation being less than 6 m. (20 ft.) in height, and occupy 15.7 acres.

Wetlands on the east side of the highway are classified in the palustrine system, shrub/scrub class. They typically have little or no standing water depending on the time of year (seasonally flooded or saturated) but have a high water table, and support a variety of trees, shrubs, and persistent emergents.

Of the total 21.4 acres of wetlands within 100' of the roadway, about 17.6 acres are estuarine and 3.8 acres are palustrine.

4. Relationship to Other Wetlands in Vicinity

There are large areas of wetland extending in all directions from those in the project area. In the southeast section of the project (to Pacific Street), the project wetlands have hydrologic connection with Neacoxie Creek/Neawanna Creek wetlands which lie outside of the project area. Other west side wetlands lie 450-1000' from more westerly wetlands with no surface hydrologic connection. East side project wetlands are 300-600' from more easterly wetlands, with no surface hydrologic connection. The nearby easterly and westerly wetlands run parallel to project wetlands for the entire length of the project.

Wetlands Affected

1. Amount of Wetlands Affected by Project

Due to proposed mitigation measures, very little wetlands area will be directly affected by the project. The only construction activity that will directly affect wetlands in the project area is placement of a gabion wall about 600' north of Neawanna Creek Bridge where a box culvert is now located. The area of wetlands taken will be on the order of 100 square feet (0.002 acre) at a maximum, the area taken being of the estuarine streambed wetlands type.

2. Relationship of Area Affected to Total Wetlands Area

The area affected will be about 0.002 acre. This is 0.1 percent of the estuarine streambed wetlands present in the project area and is only 0.01 percent of the total wetlands present in the project. Further, this does not include the large area of adjacent wetlands outside the project area. So, put in perspective, there will be only a very small wetlands taking in comparison to remaining adjacent areas.

3. Probable Adverse Effects on Remaining Wetlands

The most pronounced effect on remaining wetlands will be a small amount of sedimentation occurring along the wetlands boundary, due to minor spillage during construction, and erosion after construction. Mitigative measures will be taken to minimize this. No change in water levels, alteration of plant or animal abundance or diversity, or reduction in recharge or flood storage capacity is expected.

Alternatives Considered

1. Do-Nothing

Since this is considered a safety project, do-nothing is not considered a viable alternative. This section of highway must be made safer for both drivers and pedestrians.

2. Alternative to Miss Wetlands

No alternative would completely miss wetlands except Do-Nothing.

3. Alternatives to Do Least Harm to Wetlands

An alternative proposal of widening the road on the east side only as opposed to the proposed symmetrical widening would result in fewer secondary impacts to adjacent wetlands on the highway's west side. However, since numerous mitigative measures will be taken regardless of the alternative selected and because impacted areas are very small in any case, the benefit gained from this alternative would be very small. Furthermore, the expense of widening the road on one side only as opposed to symmetrical widening would be considerably greater, since the "crown" or high point in the center of the road would have to be reconstructed. Therefore, this alternative is considered impractical and of limited benefit.

Measures to Minimize Harm

1. Will the Wetlands be Replaced?

The 100 square feet of expected wetlands taking will not be directly replaced on this project.

2. Will the Wetlands be Improved?

The remaining wetlands will not be appreciably degraded or improved.

3. Design Features to Minimize Harm:

Several design features are being planned which will minimize harm to the wetlands. At the north end of the project, at Delray Beach Road, proposed guard rail is being eliminated in order to avoid spillage of adjacent fill into a section of wetlands on the west side of the highway there. On the south end of the project, at the box culvert mentioned above, gabion baskets are being used instead of fill to minimize filling in of the wetlands there.

4. Construction Features to Minimize Harm

During construction, excavated materials will be end-hauled rather than side-cast in order to reduce the effect on adjacent wetlands. This feature greatly reduces the area of wetlands to be directly impacted by this project. Care will be taken to avoid spillage into wetlands areas and to keep all heavy equipment out of the areas. Exposed slopes will be seeded and mulched after construction to minimize erosion of sediments into adjacent wetlands.

Coordination and Public Involvement

This project has been coordinated with the Oregon Department of Fish and Wildlife. Comments regarding wetlands projects of this nature have been obtained from U.S. Fish and Wildlife Service.

Conclusion

The above factors and considerations establish that there is no practicable alternative to construction in the wetlands located on the Delray Beach Road-Neawanna Creek Bridge project, and that the highway proposal includes all practical measures to minimize harm to the wetlands which may result from such use.

8863

9

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. E. Shaffer
Bicycle Route Engineer

DATE: August 21, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Bikeway Signing
Del Rey Beach Access Road-Neawanna Creek Section
Oregon Coast Highway
Clatsop County

NOTED
E. S. HUNTER

copy 7-5-10
Ira
Oregon
Coast

There appears to be some question as to the final width of shoulders on the above named section.

I recommend that we delay any action for bike lanes on shoulders until the project is completed.

Upon completion, a review will be made in the field to determine if signing and striping for bike lanes are permissable.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:cs
cc: Jack Sullivan
E. S. Hunter
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES

AUG 22 '78

REFER TO

FOR

Info	Inves	R/W	D/R	Sign	Act	File

81-125-1387

7863

9

Salem, Oregon
May 18, 1978

Fred Eriksen
Design Engineer Supervisor

Leonard L. Wallace
Bridge Design Engineer

Del Rey Beach Rd.-Neawanna Creek Sec.
Oregon Coast Highway
Clatsop County

This is an overlay project from M.P. 17.00 to M.P. 19.73 originally proposed to end at the north end of the Neawanna Creek Bridge.

The Neawanna Creek Bridge (No. 1305) is concrete, 210 feet long, has a 27 foot roadway, two 5 foot walks with concrete handrails and was constructed in 1930. We are considering appropriate guardrail protection for the ends of the structure and wonder if in this case guardrail should be installed on the curb line and carried across the structure.

Perhaps you would want to look into the condition of the deck and existing 3 inch A.C. wearing surface at this time also.

Please give us a recommendation on the guardrail protection and whether the deck wearing surface will require work at this time.

FE:ns

RECEIVED
MAY 19 1978
ENGINEERING SECTION

___ Versteeg ___
1 Christensen ___
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

1979 Jewell Jct.-Summit Sec. 8864
on Sunset Hwy.
(Grade & pave)

8864

47

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

1-13-81

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Jewell Jct.-Summit (M.P. 23.3 - M.P. 23.54)

HIGHWAY NAME: Sunset

HIGHWAY NUMBER: 47

REGION: 1

ADMINISTRATIVE DISTRICT: 1

COUNTY: Clatsop

CITY:

LENGTH: 0.2 mi

MILEPOST NUMBER: 23.30 TO 23.54

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II HES

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Extend climbing lane and realign roadway through curve section
M.P. 23.32 to M.P. 23.54

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JAN 21 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 3,750

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☒	☐	☐	☐	☐	☐
	PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 1-13-81

FORM 734-1730 (12-78) Page 1

3. FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	two - 12'	three - 12'
SHOULDERS	one to four' paved	* 4' paved
MEDIANS	-	-
PARKING LANES	-	-
SIDEWALKS	-	-
BIKEWAYS	-	Shldr. Bikeway
INTERCHANGES	-	-
OTHER:	-	-

* AASHTO Minimum - 8' shoulders

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☐	☒
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Quartz Cr.	☐	☐	☒
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☐	☐	☒
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☐	☒
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________ ________	☐	☒	☐
Borrow Source	☒	☐	☐
Material Source	☐	☐	☒
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☐	☒
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☒	☐	☐
Reconnaissance Available	☐	☐	☒
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	8
P.S. & E. DOCUMENTS	( )	4

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		H.I.P. '81

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Cement Treated Base 9"	Yes	
Class "B" Asphalt Concrete 4"	Yes	

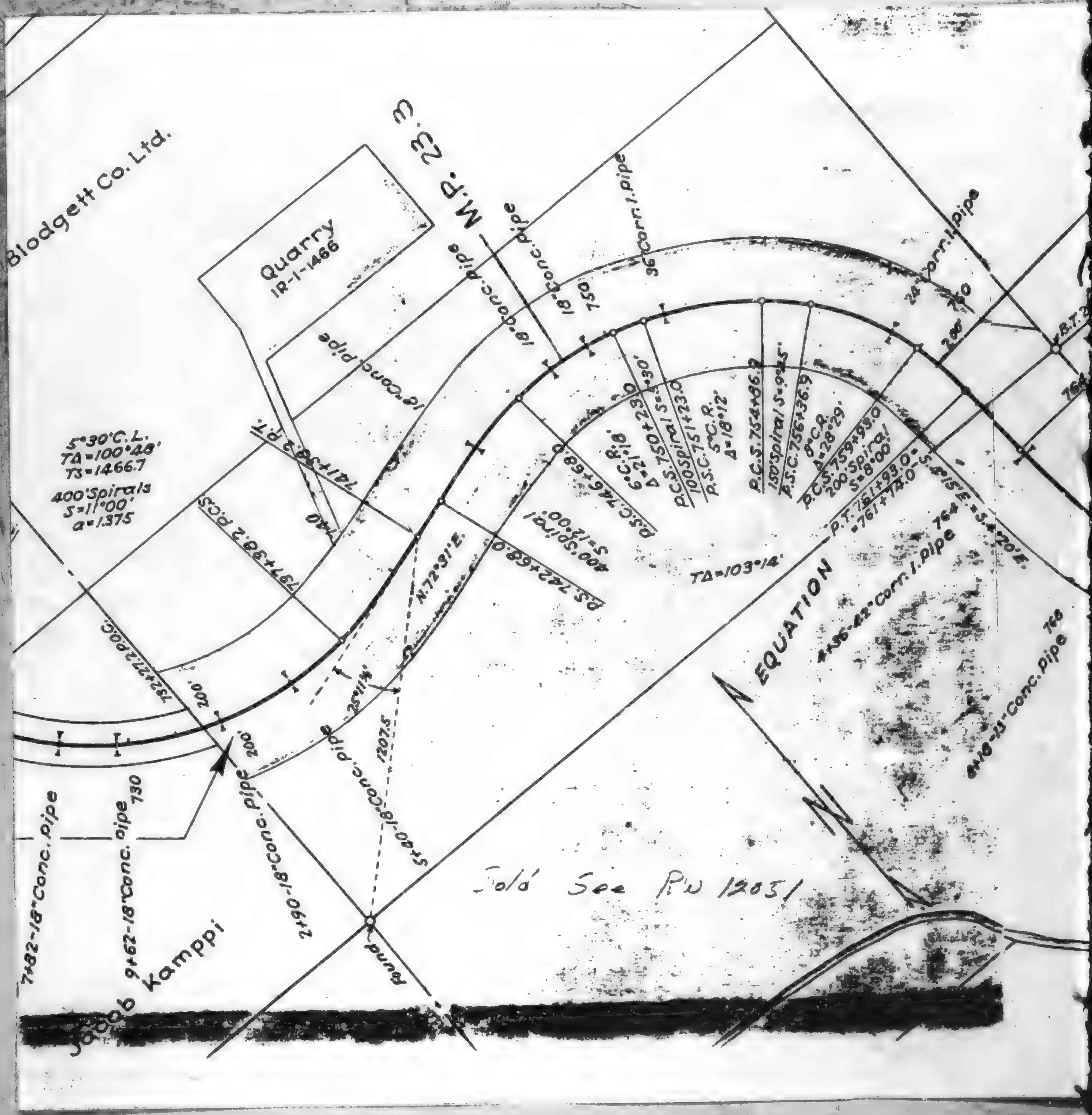
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

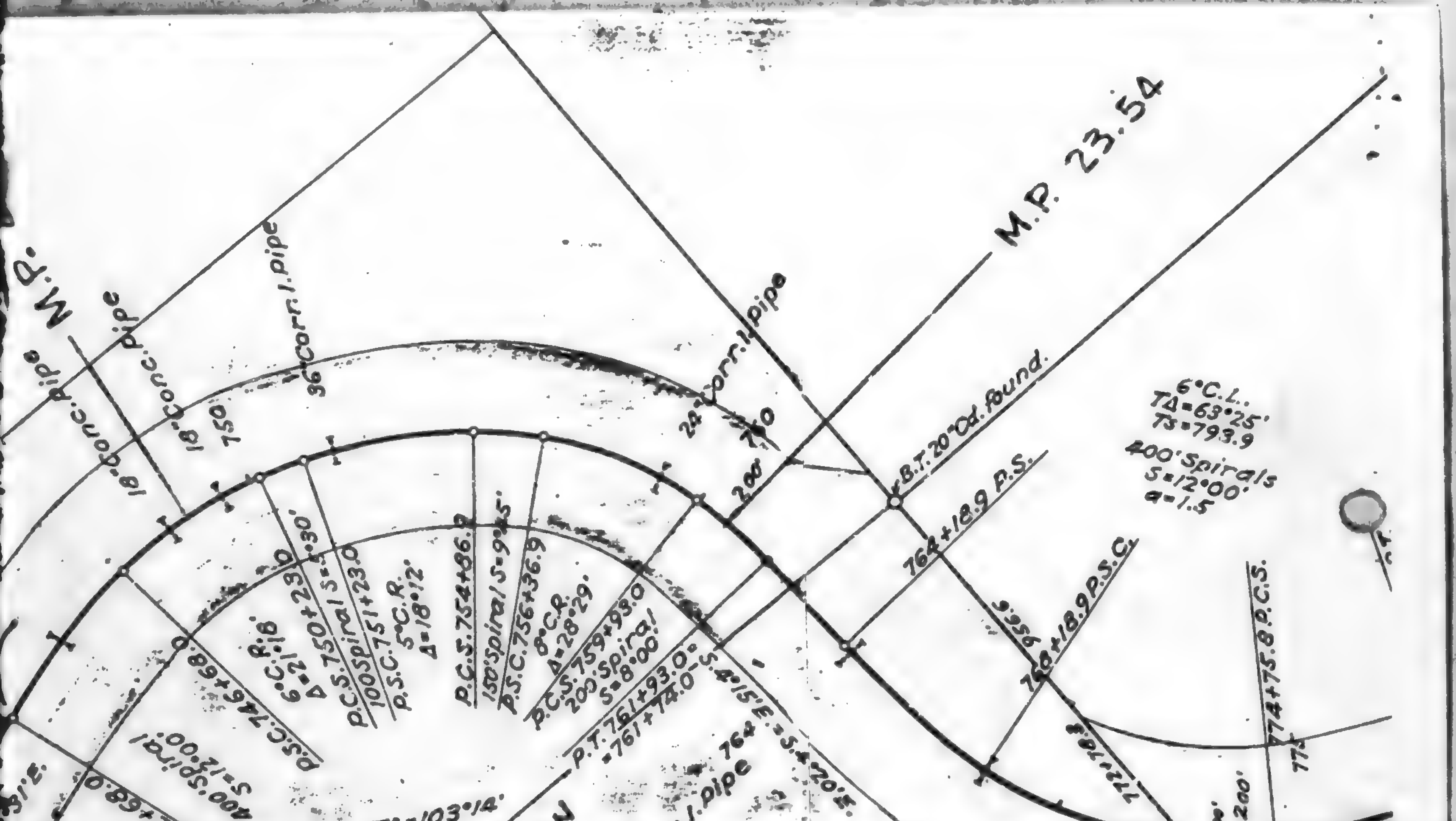
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 17,000	$ 30,000
RIGHT OF WAY	10,000	10,000
TRAFFIC CONTROL	30,000	35,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	870,000	870,000
OTHER		
ENGINEERING & CONTINGENCIES	174,000	174,000
PROJECT TOTAL	$1,114,000	$1,119,000

SUBMITTED BY Edward Hardt

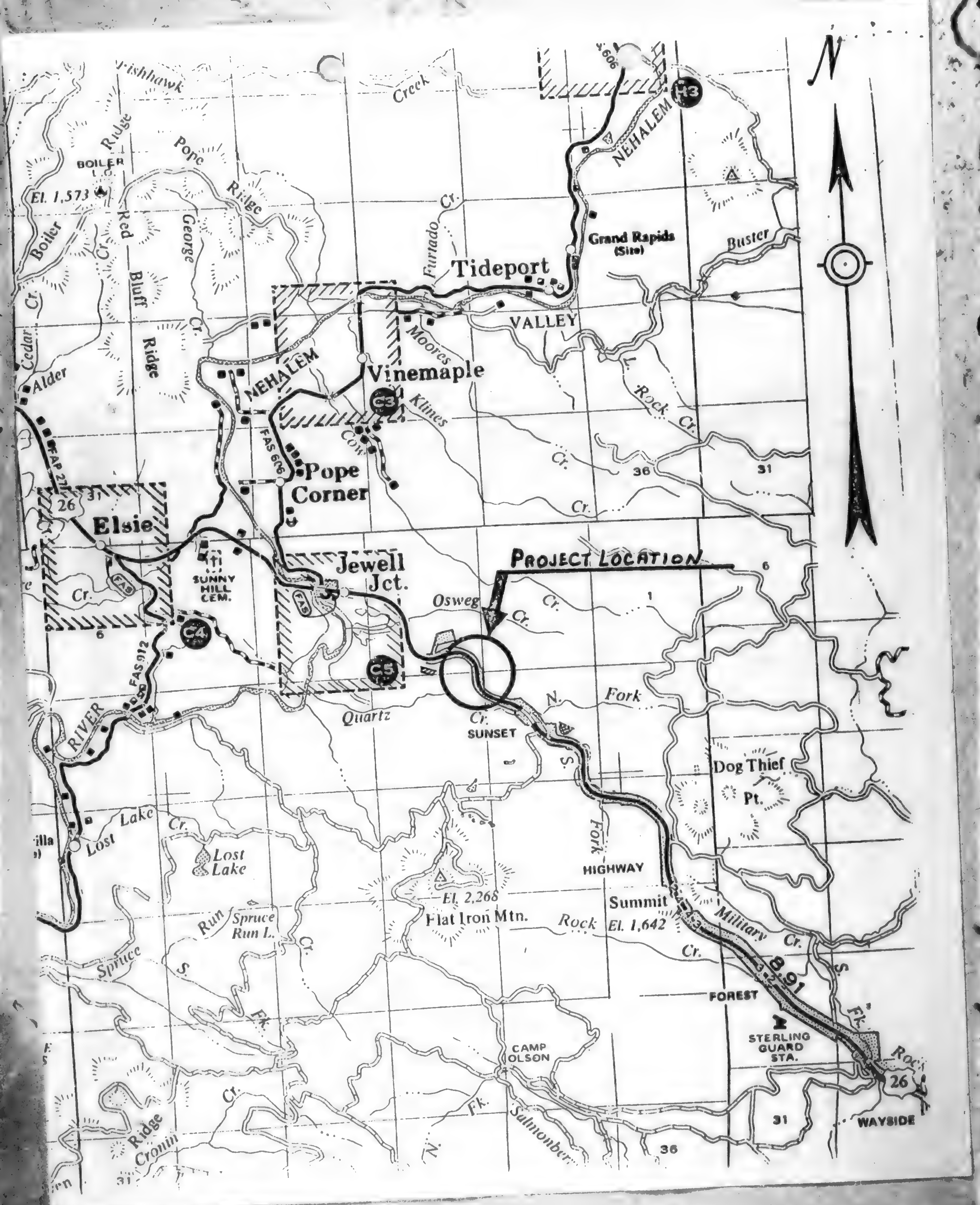

Blodgett Co. Ltd.
Quarry
IR-1-1466
M.P. 23.3
18"Conc. pipe
18"Conc. pipe
18"Conc. pipe
18"Conc. pipe
750
96"Corr. I. pipe
24"Corr. I. pipe
760
200'
B.T.
764
5°30'C.L.
TΔ=100°48'
TS=1466.7
400'Spirals
S=11°00'
a=1.375
741+98.2 P.T.
797+98.2 P.C.S.
740
732+27.2 P.O.C.
N.72°31'E.
P.S. 742+68.0
400'Spiral
S=12°00'
P.S.C. 746+68.0
6°C.R.
Δ=21°18
P.C.S. 750+23.0
100'Spiral S=3°30'
P.S.C. 751+23.0
5°C.R.
Δ=18°12'
P.C.S. 754+86.2
150'Spiral S=9°25'
P.S.C. 756+36.9
8°C.R.
Δ=28°29'
P.C.S. 759+93.0
200'Spiral
S=8°00'
TΔ=103°14'
P.T. 761+93.0
=761+14.0
S.4°15'E.=S.4°20'E.
EQUATION
764
4+36-42"Corr. I. pipe
766
6+16-15"Conc. pipe
200'
200'
25°11'
1207.5
7+82-18"Conc. pipe
9+62-18"Conc. pipe
730
2+90-18"Conc. pipe
5+40-18"Conc. pipe
found
Jacob Kamppi

Sold See R/W 12051


M.P.
18"Conc. pipe
18"Conc. pipe
750
36"Corr. I. pipe
24"Corr. I. pipe
770
200'
M.P. 23.54
B.T. 20"Od. found.
764+18.9 P.S.
6°C.L.
TΔ=63°25'
TS=793.9
400' Spirals
S=12°00'
a=1.5
P.S. 742+68.0
400' Spiral
S=12°00'
P.S.C. 746+68.0
6°C.R.
Δ=21°18'
P.C.S. 750+23.0
100'Spiral S=5°30'
P.S.C. 751+23.0
5°C.R.
Δ=18°12'
P.C.S. 754+86.9
150'Spiral S=9°45'
P.S.C. 756+36.9
8°C.R.
Δ=28°29'
P.C.S. 759+93.0
200'Spiral
S=8°00'
P.T. 761+93.0=
=761+74.0
S.4°15'E.=S.4°20'E.
TA=103°14'
EQUATION
764
4+96-42"Corr. I. pipe
768
8+18-15"Conc. pipe
770
956.9
768+18.9 P.S.C.
772+18.9
774+75.8 P.C.S.
775
200'
100'
200'
548.8
67°14'
Quartz Creek

Sold See P.W 12051

[redacted]


N
Fishhawk
Creek
906
H3
NEHALEM
BOILER L.O.
El. 1,573
Ridge
Pope
Ridge
Boiler
Cr.
Red
George
Bluff
Furnado
Cr.
Grand Rapids (Site)
Buster
Tideport
VALLEY
Cedar
Cr.
Cr.
Ridge
Alder
NEHALEM
Moores
Vinemaple
C3
Klines
L.
Rock
Cr.
Cow
Cr.
FAP 27
FAS 606
Pope Corner
36
31
Cr.
26
31
Elsie
PROJECT LOCATION
Jewell Jct.
6
SUNNY HILL CEM.
Osweg
Cr.
1
Cr.
FAS
FAS
6
C4
C5
FAS 912
N.
Fork
RIVER
Quartz
Cr.
SUNSET
Dog Thief Pt.
S.
Lake
Cr.
Lost
Lost Lake
Fork
HIGHWAY
El. 2,268
Flat Iron Mtn.
Summit El. 1,642
Spruce Run L.
Run
Rock
Military
Cr.
Spruce
Cr.
Cr.
S.
8.91
S.
Fk.
FOREST
STERLING GUARD STA.
CAMP OLSON
Rock
26
Cr.
Ridge
Cronin
N.
Fk.
Salmonber
31
36
31
WAYSIDE

8864

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 828

rn
OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-21-80

REGION NO. 10	REPORT NO. 3	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 4-21-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. TQF-27-1(2)
COMPLETION DATE 8-29-79	ACCEPTANCE DATE BY CONTRACT AGENCY 11-15-79	TIME ELAPSED 91 %	CONTRACT TIME 200 C.D.
APPROVED EXTENSIONS None	LOCATION US 26, 1.1 miles S.E. of Nehalem River, S.E. 2.7 miles		

~~[illegible]~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JEWELL JUNCTION - SUMMIT SECT.

SUNSET HIGHWAY

Grading & Paving

RECEIVED
STATE HWY ENGR
APR 23 '80
REFER TO
Keasey
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

4-23
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4-21-80	TITLE Field Operations Engineer	DATE 4/22/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8864

47
2

ROAD DESIGN SECTION CON 2

James Cochell
Resident Engineer

December 13, 1979

Fred Eriksen
Design Engineer

Subject: Jewell Jct.-Summit (M.P. 22.90 and 25.32)
Sunset Highway
Clatsop County

The "as-constructed" narrative for the project was interesting. It was good to hear that you encountered no problems during construction.

You mentioned a price agreement for the installation of a 6-inch pipe, which we assume was perforated pipe. If this was something other than a local wet spot that was missed, it would be nice to know so future projects could anticipate the need.

FE:ja

cc Ed Hardt

CON 5
#8864

December 12, 1979

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

RE: Contract No. 8864
Jewell Junction-Summit Section
Sunset Highway
Clatsop County

Gentlemen:

On November 20, 1979, we notified you that final payment would be released to Roy L. Houck Construction Company, contractor, on the above project. We also mentioned that the total contract amount would be $219,127.67.

This is to advise you that the total contract amount has been revised to $219,081.67.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn:dmc

cc: Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

12-6-79

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc. No. 8836	Beaverton/Hillsdale Hwy., @ 91st Avenue Washington County	November 13, 1979
Hertz Electric, Inc., No. 8895	Division St. @ Greenwood Ave. (Bend) Deschutes County	November 13, 1979
Ross Bros. Const., Inc., No. 8651	Skipanon River Bridge Clatsop County	November 14, 1979
Roy L. Houck Const. Co. No. 8864	Jewell Jct.-Summit (M.P. 22.90 & 25.32) Clatsop County	November 15, 1979
Tice Electric Co. No. 8852	Clackamas Hwy. @ Evelyn St. & Clackamas/Boring Hwy. Clackamas County	November 19, 1979
Hertz Electric, Inc. No. 8900	Santiam Hwy. @ Dewey St. (Lebanon) Linn County	November 19, 1979
Roseburg Paving, Inc. No. 8717	N.E. Diamond Lake Blvd.-S.E. Washington Ave. (Roseburg), Douglas Co.	November 20, 1979
Babler Bros., Inc., No. 8979	Sandy E.C.L.-E. Brightwood Loop, Clackamas County	December 4, 1979
J. C. Compton Co., No. 8994	Hudson Slough-BLM Reload, Douglas County	December 5, 1979

December 6, 1979

For H. S. Coulter, State Highway Engineer

8861

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: JEWELL JCT.- SUMMIT (M.P. 22.90 & 25.32)

WEEK ENDING: 10-27-79

SECTION PREFIX: 4-1028

HIGHWAY: Sunset

COUNTY: Clatsop

NAME OF JOB: Jewell Jct. - Summit

KIND OF WORK: Grading & Paving

CONTRACTOR: Roy L. Houck Const. Co.

CONTRACT NUMBER: 8864

FEDERAL AID PROJECT NUMBER: TQF-27-1(2)

DATE OF CONTRACT: Jan. 29, 1979

DATE WORK STARTED: April 26, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200 CWD

CALENDAR DAYS USED: 182

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 91

PROJECT AUTHORIZATION: $ 268,196.64

EXCLUSIVE OF ENGINEERING: $ 246,929.95

ENGINEERING AUTHORIZATION: $ 21,266.69

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 233,261.47

ENGINEERING COST TO DATE: $ 17,800.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 81

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %

PERCENT OF AUTHORIZATION: 82 %

DATE PROJECT WAS COMPLETED: 8-29-79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Treated Base	"B"-Mix
100	100	100	100			100	100

	GRADING	Aggr. Shlds SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.67	0.67		0.67	0.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.67	0.67		0.67	0.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,930 CY	800 Ton		2,850 Ton	1,250 Ton
TOTAL QUANTITIES CORRECTED TO DATE	15,818	715		2,947	1,127
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,818	715		2,947	1,127
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Cloudy	0		
MONDAY 22	"	0		
TUESDAY 23	"	0		
WEDNESDAY 24	"	0		
THURSDAY 25	"	0		
FRIDAY 26	"	0		
SATURDAY 27		0		

RECEIVED
OCT 30 1979
CONSTRUCTION
BRANCH

Hopkins
Williams
Johnson
Glenn
Richards
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the final weekly. The job was completed on 8-29-79. The semi-final was sent in 10-23-79.

cc: Construction
FHWA
Region
File

SIGNED Arthur G. Sasse LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

1

DATE: October 19, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
H. S. COULTER

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-27-1(2)

Contract 8864, Work Completed August 29, 1979

Project Jewell Jct.-Summit (MP 22.9 & 25.32)

Highway Sunset

County Clatsop

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-31-79
DB

G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
NOV 14 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
NOV 8 1979
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

#:96-4

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL /OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-27-1(2)

STA OJECT NO. See below

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80124

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 19 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-19
Orig to

DATE PS & E APPROVED 1-4-79

DATE AUTHORIZATION EFFECTIVE 5-22-79

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

Jewell Jct. - Summit Section

GENERAL DESCRIPTION OF WORK:

Furnish and Install Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XX XXXXXX XXXX XXXX/XX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of May 22, 1979, as requested in Mr. Keasey's letter of June 1, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,300 - Federal Funds $1,145.

DATE 6-14-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossna

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8864

STATE COPY

8

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-134

PROJECT REPORT NUMBER

MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-16-79

Form Approved; O M B No. 04-R2089

State Oregon

County Clatsop

Project Number TQF-27-1(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000.00	$ 274,782.00
Federal funds	$ 8,580.00	$ 242,082.00
Other revisions		

This modification is made for the following reasons:

To increase the P.E., and the Pro Rata and add the Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February, 1979.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, February 12, 1979

Federal Aid Project
No. TQF-27-1(2)

Jewell Jct.-Summit (M.P. 22.90 and M.P. 25.32) Section
Sunset Highway
Clatsop County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 21,000.00

Type Code Y008
Channelization (M.P. 22.9 to M.P. 23.3) (M.P. 25.32 to M.P. 25.59)

Mobilization	All Required		$ 18,000.00
Temporary Protection and Direction of Traffic	All Required		3,750.00
Temporary Signs	350 Sq.Ft.	$ 5.00	1,750.00
Temporary Barricades	2 Each	100.00	200.00
Flagmen	500 Hour	23.00	11,500.00
Clearing and Grubbing	All Required		12,500.00
Ditch Excavation	55 Cu.Yd.	10.00	550.00
Embankment Foundation Excavation	300 Cu.Yd.	4.00	1,200.00
General Excavation	18,930 Cu.Yd.	2.60	49,218.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	45 M-Gal.	10.00	450.00
Aggregate Shoulders	800 Ton	10.00	8,000.00
Treated Base Mixture	2,850 Ton	16.00	45,600.00
Cement in Treated Base Mixture	160 Ton	90.00	14,400.00
Class B Asphalt Concrete	1,250 Ton	21.00	26,250.00
12-inch Culvert Pipe	160 Lin.Ft.	15.00	2,400.00
18-inch Culvert Pipe	128 Lin.Ft.	20.00	2,560.00
Guard Rail, Type 2A	1,350 Lin.Ft.	9.00	12,150.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Guard Rail Anchors, Type 2	1 Each	300.00	300.00
Rail End Pieces, Type C	4 Each	150.00	600.00
Delineators	40 Each	20.00	800.00
Roadside Seeding and Mulching	3 Acre	1,000.00	3,000.00
			$221,378.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,400.00
Remove Pavement Stirping (Exist. & Temp.)	All Required		500.00
State Furnished Guardrail	1,350 Lin.Ft.	0.236	318.60
			$ 2,218.60
	Subtotal		$223,596.60
	Engineering		30,185.40
	Total		$253,782.00

Length of Project 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Slide Correction (E.W.)	All Required	$ 10,000.00
Permanent Signing (S.F.)	All Required	1,500.00
Drainage Structure Adjustment (E.W.)	All Required	200.00

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 21,000.00	$ 18,501.00	$ 2,499.00
Channelization	253,782.00	223,581.00	30,201.00
Total	$274,782.00	$242,082.00	$32,700.00

Group 1	100%
Contract No.	8864
Prefix No.	4-1936
Prefix No.	4-1028

Jewell Jct.-Summit Section
(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 1,000.00

STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-64	. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-9-78	ite Oregon County Clatsop Project No. TQF-27-1(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 1.1 mi. S.E. of Nehalem Riv., S.E. 2.7 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-20-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 10,000	FEDERAL FUNDS $ 8,580

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAY 9 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible]

Oregon State Highway Division
Salem, Oregon April 27, 1978

Federal Aid Project
No. TQF-27-1(2)

Jewell Jct.-Summit Section
Sunset Hwy. In Clatsop County

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$10,000.00
	TOTAL	$10,000.00

Length of Project. . . . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$10,000.00	$ 8,580.00	$ 1,420.00
Retain in Program Grade & Pave (Contract)	118,000.00	101,240.00	16,760.00
TOTAL	$128,000.00	$109,820.00	$18,180.00

Group 1 - 100%

Prefix 4-1936 P.E.

8864

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 10, 1979

FILE:

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 25, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 25 on the following projects:

1. Del Rey Beach Access Rd.-Neawanna Cr.
   Oregon Coast Highway, Clatsop County
   Paving

   Four-foot shoulders and bridge sidewalk ramps provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Jewell Jct.-Summit
   Sunset Highway, Clatsop County
   Grading & Paving

   Climbing lane construction. Existing four-feet shoulders to be replaced in kind.

   Same as No. 1.

3. Lane County Line-Elbow Lake
   Oregon Coast Highway, Douglas County
   Paving

   Four-foot shoulders provided and to be striped and signed as "Narrow Bikeway".

4. Arlington Rock Production
   John Day Highway, Gilliam County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willow Creek Bridge
   Heppner Highway, Gilliam County
   Bridge Replacement

   Four-foot shoulders provided on approaches. Thirty-foot roadway on structure.

   Same as No. 1.

6. Herman Creek Bridge
   FAS B-436, Hood River County
   Structure Replacement

   Thirty-foot roadway provided on structure.

   Same as No. 1.

7. No. 1 Drain & Lost River Diversion Channel Bridges
   Homedale Road, Klamath County
   Structure Replacement

   Thirty-three-foot, ten-inch roadway and four-foot, eight-inch sidewalks provided.

8. Camp Creek Road (E.W.E.B. Canal) Bridge
   Camp Creek Road, Lane County
   Bridge Replacement

   Thirty-foot roadway provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway, Lane County
   Painting

   Same as No. 4.

10. Fremont Bridge
Stadium Freeway, Multnomah County
Structures

Same as No. 4

11. Pacific Highway West @ SW 53rd Ave
Pacific Highway West, Multnomah County
Traffic Signals

Intersection improvement. Depressed curbs being constructed for future curb ramps.

Same as No. 4.

12. Willamette River (Marquam) Bridge
Pacific Highway, Multnomah County
Appurtenances

Same as No. 4.

13. SW 170th Ave
Tualatin Valley Highway, Washington County
Grading & Paving

Four to six-foot shoulders provided on SW 170th. Five-foot AC sidewalks provided on TV Highway within project limits.

14. Jantzen Beach Information Center
Pacific Highway, Multnomah County
Buildings

Same as No. 4.

DES:lt

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8864 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 31, 1978

In reply refer to: HFO.7-OR

SUBJECT: Oregon Project F-27-1(-)
Jewell Junction - Summit Section
Clatsop County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Project Management
Oregon Department of Transportation

As requested in Mr. D. O. Christensen's 10-25-78 letter, I concur that it is the public interest to use State-furnished guardrail as stated on the proposed project.

G.K. [illegible]
for G. L. Green

cc:
D. E. Swan (Proj. Mgt.)
D. O. Christensen (Design)

RECEIVED
TECHNICAL [illegible]
NOV 2 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
TECHNICAL SERVICES
OCT 26 '78
REFER TO

October 25, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97310

Dear Mr. Green:

Re: Jewell Junction-Summit Section
Sunset Highway
Clatsop County

We are requesting a public interest finding in the State furnishing the following items on the subject section:

State Furnished Guardrail Members (including rail splice bolts)
1,250 lin. ft. at $0.236 = $295.00

This material was salvaged from previous projects. It was purchased by the state and stockpiled in the Cascade Locks Maintenance Yard. Charges will be made to the project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Cascade Locks Maintenance Yard and use it on the project.

This proposal was discussed with and tentatively approved by Mr. Wallace Bryant of the F.H.W.A.

We feel it is in the public interest to use this material to conserve state funds previously expended and to conserve energy by using materials on hand.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design

FE:ab
cc: E. S. Hunter
L. W. Rulien
~~Jack Sullivan~~
C. T. Keasey
D. H. Moehring
~~Fred Eriksen~~
E. L. Hardt
D. E. Swan

Form 81-734-3122

8864

9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

1-26-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OF- 27-1(2)

PROJECT NO.: See Below

FROM:
G. L. Green,Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80124

COUNTY NAME: Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1-20-78

FEDERAL ROUTE NUMBER: Primary 27

STATE ROUTE NUMBER: Primary 47

GENERAL LOCATION:

"Jewell Jct - Summit Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XXX PREPARATION : Including archeology salvage and utility preparatory work TEC NTE $10,000, Fed. Funds-$8,580
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-12-78 letter

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-20-78	G.K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8864

8

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 14, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Jewell Junction-Summit Section
Sunset (ORE 26)
Clatsop County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District E. L. Everton
Region 1 Geologist: Dan Gano
B. L. Gifford
R. N. Bothman

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 11-16-77

81.125-1387

Form FHWA 121 (Rev. 5-73)

8864

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 31, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. TQF-27-1(-)
Jewell Junction - Summit Section
Sunset Highway (ORE 26)

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Wimer's October 20, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

CC:
ODOT (Potter, Env Sec)
OSHD (Markham, Reg 1)

cy-Moehring
Teyssin
11-4-77

RECEIVED
TECHNICAL SERVICES
NOV 4 '77
REFER TO
Wimer
FOR

8864

4

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

DATE: October 11, 1977

TO: D. H. MOEHRING, Head
Project Management and
Operations Planning

FROM: MAX J. KLOTZ
Technical Services Engineer

NOTED

SUBJECT: PE and construction programming request
Jewell Junction-Summit Section
Sunset Highway
Clatsop Highway
Planning File No. 77-100

Attached is a request packet for the subject climbing lane project containing:

Authority for Survey
Federal Aid Project Request - Unit I (MP 22.93 to 23.32)
Unit II (MP 25.35 to 25.60)
Project Assessment
Project Information Sheet
Letter from Ed Hardt to James McClure dated May 23, 1977

The requested project is not included in any current program, however we wish to substitute this project for the slow vehicle turnouts on the Wilson River Highway MP 33 and 36.5, Washington County.

This has been discussed in a telephone conversation between Ed Hardt and H. S. Coulter and Ed Hunter. Ed Hardt was told that there was no problem with the substitution so long as we stay within the money budgeted (see the letter from Ed Hardt to Jim McClure).

Please let me know if there is any problem.

ja
Enclosures
cc: H. S. Coulter
E. S. Hunter
L. W. Rulien
F. Terpin
E. L. Hardt
J. D. McClure
Program Package

OCT 13 '77
REFER TO

Info	Inves	R/D	D[illegible]	Sign	Act	File

81-125-1387

1979 Lane Co. Line–Elbow Lake 8865
Sec. of Oregon Coast Hwy.
(Paving)

# [illegible]

1-14-81

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 1-14-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-2-3(6)
COMPLETION DATE 6-26-79	ACCEPTANCE DATE BY CONTRACT AGENCY 6-25-80	TIME ELAPSED 53 %	CONTRACT TIME Specified completion Date 10-31-79
APPROVED EXTENSIONS None	LOCATION U.S. 101, Lane County Line S. 5.56 mi.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LANE COUNTY LINE-ELBOW LAKE SECTION
OREGON COAST HIGHWAY
Paving

This project provided for an asphaltic concrete overlay of the existing roadway to provide two 12-foot travel lanes with 4-foot paved shoulders, grade and paved vehicle turnouts, and safety revisions such as upgrading guardrail and sections and bridge end connections. The shoulders were striped and signed to accommodate bicycles.

A contract in the amount of $894,875.75 was awarded J. C. Compton Company on January 29, 1979. Work began on October 15, 1979 and was completed in reasonably close conformance with the approved plans and specifications on June 26, 1979 at a final cost of $945,089.06 which includes $840,790.87 for bid items, $30,127.57 for approved changeds, $3,795.66 for State Force Work and $70,374.96 for construction engineering.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
Orig to Keasey
FOR

RECEIVED
STATE HWY ENGR
FEB 4 '81
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/21/81	TITLE Field Operations Engineer	DATE 1/23/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8865

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-160

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-12-80

State Oregon

County Douglas

Project Number F-2-3(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 22, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,020,110.00	$ 954,275.00
Federal funds	$ 898,716.00	$ 840,716.00
Other revisions		

This modification is made for the following reasons: To reflect decrease in construction bid items, and engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ~~22nd~~ 12th day of September, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File P

Oregon State Highway Division
Salem, Oregon September 12, 1980

Federal Aid Project
No. F-2-3(6)

Lane Co. Line-Elbow Lake Section
Oregon Coast Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 934+00 to Sta. 1233+60.7)

Subtotal of previous estimate of February 14, 1979				$898,775.75
Previous Estimate				
Flagman	1,000	Hour	19.00	$ 19,000.00
Temporary Delineators	300	Each	10.00	3,000.00
Blade Grader	40	Hour	50.00	2,000.00
Aggregate Base	7,150	Ton	7.60	54,340.00
Class "B" A.C. Mix	39,250	Ton	10.65	418,012.50
Asphalt Cement in Mix	2,550	Ton	89.00	226,950.00
Asphalt Membrane	735	Sq. Yd.	11.70	8,599.50
				$734,000.00
Revised Estimate				
Flagman	814	Hour	19.00	15,466.00
Blade Grader	9	Hour	50.00	450.00
Temporary Delineators	189	Each	10.00	1,890.00
Aggregate Base	6,473	Ton	7.60	49,194.00
Class "B" A.C. Mix	39,081	Ton	10.65	416,212.65
Asphalt Cement in Mix	2,098	Ton	89.00	186,722.00
Asphalt Membrane	615	Sq. Yd.	11.70	7,195.50
				$677,130.15
			Decrease	$ 56,869.65
			SUBTOTAL	841,906.10
			Engineering	112,368.90
			TOTAL	$954,275.00

Length of Project -------------- 5.674 mi.
Cost of Roadway per mile ------- $168,183.42

Federal Funds ------------------ $840,716.00
State Funds -------------------- 113,559.00
TOTAL $954,275.00

Group 1	100%
Contract No.	8865
Prefix	10-1087

8865

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-129	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-22-79	State Oregon County Douglas Project No. F-2-3(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lane Co. Line-Elbow Lake (U.S. 101)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-79	5.674
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,020,110.00	$ 898,716.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator FEB 22 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, February 14, 1979

Federal Aid Project
No. F-2-3(6)

Lane Co. Line-Elbow Lake Section
Oregon Coast Highway
Douglas County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 934+00 to Sta. 1233+60.7)

Furnishing Field Laboratory	1	Each	1,500.00	$ 1,500.00
Mobilization		All Required		87,000.00
Temporary Protection and Direction of Traffic		All Required		5, 000.00
Temporary Signs	1,150	Sq.Ft.	6.00	6,900.00
Temporary Barricades	8	Each	100.00	800.00
Temporary Delineators	300	Each	10.00	3,000.00
Flagmen	1,000	Hour	19.00	19,000.00
Pilot Car	250	Hour	25.00	6,250.00
Removal of Guard Rail	450	Lin.Ft.	1.50	675.00
General Excavation	1,455	Cu.Yd.	1.00	1,455.00
Blade Grader	40	Hour	50.00	2,000.00
Watering	125	M. Gal.	9.50	1,187.50
Aggregate Base	7,150	Cu.Yd.	7.60	54,340.00
Class "B" Asphalt Concrete Mixture	39,250	Ton	10.65	418,012.50
Asphalt Cement in Mixture	2,550	Ton	89.00	226,950.00
Asphalt in Tack Coat	20	Ton	150.00	3,000.00
3/4"-0 Aggregate in Prime Coat	30	cu.yd.	15.00	450.00
RC-250 Asphalt in Prime Coat	5	Ton	150.00	750.00
Guard Rail, Type 2A	2,575	Lin.Ft.	9.75	25,106.25
Guard Rail, Type 3	100	Lin.Ft.	19.00	1,900.00
Guard Rail Anchors, Type 1	6	Each	200.00	1,200.00
Guard Rail Anchors, Type 2	1	Each	325.00	325.00
Extra for Guard Rail Bridge Connections	4	Each	160.00	640.00
Rail End Pieces, Type B	1	Each	65.00	65.00
Rail End Pieces, Type C	6	Each	120.00	720.00
Extra for Asphalt Approaches	27	Each	200.00	5,400.00
Drainage Curbs	925	Lin.Ft.	2.00	1,850.00
Delineators	240	Each	15.00	3,600.00
Asphalt Membrane	735	Sq.Yd.	11.70	8,599.50
Raise Deck Joints	90	Lin.Ft.	80.00	7,200.00
				$ 894,875.75

Oregon State Highway Division
Salem, Oregon, February 14, 1979

Federal Aid Project
No. F-2-3(6)

Anticipated Items		
On the Job Trainees (2 at $800)	All Required	$ 1,600.00
Permanent Pavement Striping	All Required	2,300.00
	Subtotal	$ 898,775.75
	Engineering	121,334.25
	Total	$ 1,020,110.00

Length of Roadway - - - - - - - - - - - - - 5.674 mi.
Cost of Roadway per Mile - - - - - - - - - $ 179,786.75

Work Retained in Program Status (Not included in amounts below)		
Perforated Metal Pipe in Ditches (E.W.)	All Required	$ 7,500.00
Ditch Erosion Protection (E.W.)	All Required	2,000.00
Grout Under Deck Joints (E.W.)	All Required	2,000.00
Clear Roadside Ditches (E.W.)	All Required	5,000.00

Federal Funds (88.1%)	$ 898,716
State Funds	121,394
Total	$ 1,020,110

Group 1 100%
Contract No. 8865
Prefix 10-1087

Lane Co. Line-Elbow Lake Section
Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 1,500.00

#8865 7-8-80

REPORT OF [illegible]TION UNDER DELEGATED AUTHORITY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No. 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
R. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980 C T Keasey

C. T. Keasey
Asst. State Highway Engineer

#8865

L

July 1, 1980

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

COM 3
Contract #8865

Gentlemen:

On June 26, 1980, we wrote to you concerning release of final payment on Contract No. 8865 awarded to J. C. Compton Co. for paving on the Lane County Line-Elbow Lake Section of the Oregon Coast Highway in Douglas County.

Final payment on this contract is $5.73 and the total contract amount is $870,918.44 including $29,910.48 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmm

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc: C. Y. Keeney
Walt Hart
Alfred Shirley

8865

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

RECEIVED
STATE HWY ENGR
DEC 4-'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

DATE: November 1, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-2-3(6)

Contract 8865, Work Completed June 26, 1979

Project Lane County Line-Elbow Lake

Highway Oregon Coast

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 10, 1979

NOTED
H. S. COULTER

G. K. [illegible]
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
DEC 3 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inlees
Widmer
Gebauer
Church

I 2 P65 7-1[illegible]-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-[illegible]-3(6)

STATE [illegible]ECT NO.
See below

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
90061

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED 1-4-79	DATE AUTHORIZATION EFFECTIVE 6-5-79	FEDERAL ROUTE NUMBER Primary 2	STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:
Lane County Line - Elbow Lake

GENERAL DESCRIPTION OF WORK:
Permanent pavement striping - relocate signs and install vehicle turnout and bicycle signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of 6-5-79, as requested in Mr. Keasey's letter of 6-29-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $5,682 Federal Funds $5,005.

(Note: Permanent STriping at a TEC of $2,300 obligated at PS&E approval.)

Repair of existing permanent signs is not eligible for F.A. participation. This is either a contractor or maintenance responsibility.

DATE 7-13-79	SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED
☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8865

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lane County Line - Elbow Lake

WEEK ENDING: June 23, 1979

SECTION PREFIX: 10-1087

HIGHWAY: Oregon Coast

COUNTY: Douglas

NAME OF JOB: Lane County Line - Elbow Lake

KIND OF WORK: Paving

CONTRACTOR: J.C. Compton Co

CONTRACT NUMBER: 8865

FEDERAL AID PROJECT NUMBER: F-2-3(6)

DATE OF CONTRACT: January 29, 1979

DATE WORK STARTED: April 2, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 50 (Mat Prod)

CALENDAR DAYS USED work completed

PROJECT AUTHORIZATION: $ 1,040,540.48

SPECIFIED COMPLETION DATE: October 31, 1979 (276 days)

PERCENT OF TIME ELAPSED: (146 days) 53%

EXCLUSIVE OF ENGINEERING: $ 958,030.88

ENGINEERING AUTHORIZATION $ 82,509.82

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 872,422.00

this week 4,234.29

ENGINEERING COST TO DATE $ 42,938.54

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97

ESTIMATED PERCENT: [redacted] UNDERRUN 9 %

PERCENT OF AUTHORIZATION 52 %

DATE PROJECT WAS COMPLETED: Mat. Prod. May 26, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.6	5.6			5.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.6	5.6			5.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)		7,150			
TOTAL QUANTITIES CORRECTED TO DATE		6,474			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		6,474			
AVERAGE DAILY QUANTITIES		0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		complete			
NUMBER OF SHIFTS PER DAY		1			
HOURS PER SHIFT		8			

EQUIPMENT USED DURING THE WEEK:

1 Flatbed truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Showers	0		
MONDAY 18	cloudy, cool	0		
TUESDAY 19	Prtly cloudy	0		
WEDNESDAY 20	Prtly cloudy	0		
THURSDAY 21	Prtly cloudy	0		
FRIDAY 22	Prtly cloudy	0		
SATURDAY 23	Prtly cloudy	0		

RECEIVED
JUN 25 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	Coral Corp completed anchors tightening, rail alignment & delineator reflector replacement (damaged)
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No Work
SATURDAY	No work

REMARKS

Project status: Project will be completed when contractor adds shoulder rock at 4 guardrail flare locations and adjusts hardware on two guard rail runs.

Total miles: 4,583

SIGNED A.D. Vokland Asst. Res LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGE [illegible]D GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F218*

8865

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 10, 1979

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 25, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 25 on the following projects:

1. Del Rey Beach Access Rd.-Neawanna Cr.
   Oregon Coast Highway, Clatsop County
   Paving

   Four-foot shoulders and bridge sidewalk ramps provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Jewell Jct.-Summit
   Sunset Highway, Clatsop County
   Grading & Paving

   Climbing lane construction. Existing four-feet shoulders to be replaced in kind.

   Same as No. 1.

3. Lane County Line-Elbow Lake
   Oregon Coast Highway, Douglas County
   Paving

   Four-foot shoulders provided and to be striped and signed as "Narrow Bikeway".

FILE

4. Arlington Rock Production
John Day Highway, Gilliam County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willow Creek Bridge
Heppner Highway, Gilliam County
Bridge Replacement

Four-foot shoulders provided on approaches. Thirty-foot roadway on structure.

Same as No. 1.

6. Herman Creek Bridge
FAS B-436, Hood River County
Structure Replacement

Thirty-foot roadway provided on structure.

Same as No. 1.

7. No. 1 Drain & Lost River Diversion Channel Bridges
Homedale Road, Klamath County
Structure Replacement

Thirty-three-foot, ten-inch roadway and four-foot, eight-inch sidewalks provided.

8. Camp Creek Road (E.W.E.B. Canal) Bridge
Camp Creek Road, Lane County
Bridge Replacement

Thirty-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Willamette River (Harrisburg) Bridge
Albany-Junction City Highway, Lane County
Painting

Same as No. 4.

10. Fremont Bridge
    Stadium Freeway, Multnomah County
    Structures

    Same as No. 4

11. Pacific Highway West @ SW 53rd Ave
    Pacific Highway West, Multnomah County
    Traffic Signals

    Intersection improvement. Depressed curbs being constructed for future curb ramps.

    Same as No. 4.

12. Willamette River (Marquam) Bridge
    Pacific Highway, Multnomah County
    Appurtenances

    Same as No. 4.

13. SW 170th Ave
    Tualatin Valley Highway, Washington County
    Grading & Paving

    Four to six-foot shoulders provided on SW 170th. Five-foot AC sidewalks provided on TV Highway within project limits.

14. Jantzen Beach Information Center
    Pacific Highway, Multnomah County
    Buildings

    Same as No. 4.

DES:lt

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

7865

9

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen ATTN: Lyle Watson
Final Design Engineer

DATE: August 9, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Lane County Line - Elbow Lake Section
Oregon Coast Highway
Douglas County

We have reviewed the history for the above section. For the period of 1-1-73 to 12-31-77 there were 19 reported accidents. The five year accident rate is 0.50.

Based on the accident history, we cannot identify any problem areas in this section.

L E George
L. E. George
Traffic Engineer Supervisor

SRW:cs

___Versteeg___
✓ Christensen Don
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Savage___

RECEIVED
AUG 11 1978
ENGINEERING SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

REFERRED TO
___Beard___
___Cole___
___Eriksen___
___Hager___
Stoudenmeyer___
Sample___
✓ Watson LW
Lou___
Dorn___
Due___
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

81-125-1387

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Salem, Oregon
July 12, 1978

Lyle K. Watson for

Duane O. Christensen
Final Design Engineer

Lane County Line-Elbow Lake
Oregon Coast Highway
Douglas County

James J. Gix
Region 3 Construction Engineer

Enclosed is a list of slow moving vehicle turnouts and a copy of the Department's policy on passing lanes. Please review and submit your recommendations as to the ones that should be constructed or deleted.

This project is scheduled for the March 29, 1979, bid opening. Please return your recommendations as soon as possible.

LKW:jh
cc: Lyle Watson

RECEIVED
JUL 12 1978
ENGINEERING SECTION

____ Versteeg ____
1 Christensen ____
____ George ____
____ Olson ____
____ Turpin ____
____ Sullivan ____
____ Scott ____
____ Savage ____

____ Trout ____
Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 9, 1978

DU 6/19

FROM: Frank E. Terpin FET
Location Engineer

SUBJECT: Lane County Line-Elbow Lake
Oregon Coast Highway
Douglas County

TO: E. S. Hunter, Manager
Office of Technical Services

The Six-Year Program carries a program estimate of $2,600,000 for overlay and passing lanes in Fiscal Year 1979 for subject project. The Forest Highway Program has some improvement scheduled involved with the Dunes Recreational Area between Florence and Hauser for Fiscal Year 1982.

We are recommending that the passing lanes be excluded from the current project and considered with the 1982 Forest Highway Project. They could be better coordinated with access and parking needs which will be required by development of the Dunes Recreational Area. Deferment of the passing lanes till 1982 should not present a traffic handling problem since this section of highway currently has the lowest ADT between Florence and Reedsport (3800) as well as a low accident rate (less than 1 accident per million vehicle miles). We do, however, have a structural deficiency (State Highway System Preservation Study) which should have immediate attention.

The location data has been prepared on the basis of 2 inches of leveling over the existing with a 1½-inch wearing course and a 5-inch future stage. This total construction is estimated to be adequate for anticipated traffic during the next 10 years. The initial overlay proposed, however, may not be adequate to get reasonable service from the initial stage. We are therefore recommending an additive of 3 inches of AC to the initial construction with a 2-inch final stage. This change would raise the initial overlay cost from $600,000 to about $1,000,000.

Attached is a Project Request form to reflect the action of postponing construction of the passing lanes.

Attachment
FET:mc
cc H. S. Coulter
J. H. Versteeg
D. H. Moehring
Gary A. Potter
George C. Wills
Alfred Shirley, Jr.

ESH
E. S. Hunter
Date 5-30-78

Please advise me

RECEIVED
DOT OPERATIONS
MAY 3[illegible] '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
MAY 9 '78
REFER TO:
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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3-22-76

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO. RF-140(10)

STATE PROJECT NO. Lane Cty Line-Elbow Lake

COUNTY NAME Douglas

PROGRAM NO.

ITEM NO. RF-100

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3/22/76

FEDERAL ROUTE NUMBER Primary Route 2

STATE ROUTE NUMBER Primary Route 9

GENERAL LOCATION:
US 101 Lane County Line south 5.56 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $8,000-
Federal funds $6,250.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/22/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/11/76 letter you are authorized to proceed with the work as shown above.

DATE 3/22/76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-880

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMEN
Oregon

BY (Signature)
L. W. Rulien's 3/11

TITLE
Project Management

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ________

STAGE 1 *
ITEM NOS. ________ THRU ________

STAGE 2
ITEM NOS. ________ THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
100	RF-140(10)	5.56	8,000	6,250

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location

Lane County Line-
Elbow Lake Section
Douglas County
State of Oregon

RECEIVED
STATE HWY ENGR
MAR 26 '76
FER TO
Rulien
FOR
File
Act
Sign
D/R
R/D
Inves
Info

REMARKS (Division)

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
3/22/76	G. B. Green, Divisi

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creat tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 3/22/76

BY (Signature) L. W. Rulien's 3/11/76 letter

TITLE Project Management Engineer

ERAL FUNDS
☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ________

TAGE 1
TEM NOS. ________ THRU ________

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
5.56	8,000	6,250

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Lane County Line- Elbow Lake Section Douglas County State of Oregon	Preliminary Engineering

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO Rulien
FOR
File
Act
Sign
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Inves
Info

OMMENDED
D TITLE

DATE 3/22/76

APPROVED
SIGNATURE AND TITLE
G. L. Green, Division Administrator

proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
t to provide Federal funds for the undertaking.

GPO 915-690

8765

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PRO-6-2

March 11, 1976

TO: G.L. Green, Division Adm.
Federal Highway Administration

FROM: L.W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RF-140(10)

We are submitting program data for one project, Item No. 100, Project No. RF-140(10), "Lane Co. Line-Elbow Lake Section," which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We request, concurrent with program approval, authorization to proceed with the preliminary engineering necessary to obtain P.S.& E. approval at an estimated total cost of $8,000 with obligation of $6,250 in federal funds.

C.L.:jw

Encl.

cc: Alfred Shirley (Region 3)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL-A
DATE SUBMITTED TO W. O.	3-11-76	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* U.S. 101, Lane Co. Line, S. 5.56 mi. 21 60	**ADT**	PRESENT 3,500	FUTURE 6,600 (66) (70

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	P

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Doug
	NAME OF URBAN AREA 17-31	ROUTE NO. P | FEDE

ESTIMATED PRO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL F
1	(14-15)	(16	41	42	45 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		"Lane Co. Line-Elbow Lake Section"	5.56	8,000	6,250
5					**ROW**					
5					**CONST** (CODE)					

CARD	CODE	PREPARED BY		PROJECT TOTALS			
1	1		C.L.		5.56	8,000	6,250
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24)

FEDERAL-AID PROGRAM DATA

ADT	PRESENT 3,500	FUTURE 6,600	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 073	ITEM NO. 100

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RF-	NUMBER 140	SEQ. NO. (10)	T. Projects Only POST MI.	DESIG.

COUNTY NAME: Douglas
CODE: 019

ROUTE NO. p — FEDERAL-AID: 2 — STATE: 9 — U.S.: 101

PROGRAM STAGE: ☐ 1 OR ☒ 2

LES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
.56	8,000	6,250	1,750		Preliminary engineering all phases
					"Future pavement overlay & safety revision of roadway slopes & appurtenances"
					ROW - 80' min.; access control - none; parking restrictions - none.
5.56	8,000	6,250	1,750		

REMARKS

- over -

LANE COUNTY LINE-ELBOW LAKE SECTION
Project No. RF-140(10)

Existing Facility:

Roadway --- Variable 18 to 22-foot oil surface with 2 to 4-foot shoulders.

Structure -- Tahkenitch Creek Bridge #1602, 205' RCDG, HC 27'2", 3.5' sidewalk each side, H-15 loading.

Adjacent Sections:

N. End --- 24-foot AC surface with 4-foot shoulders.

S. End --- 22-foot AC surface with 8-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction necessary to widen and overlay the existing facility to provide for two 12-foot travel lanes with 4-foot shoulders and safety revisions.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None included.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on December 30, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering:

Field work	$6,500
PS&E preparation	1,500
Total	$8,000

NOTE: This project is in Congressional District No. 4.

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 30, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project RF-140(-)
Lane County Line-Elbow Lake
Oregon Coast Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 19 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
JAN 5 '76
REFER TO
Rulien
FOR

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

cy Schnacker

NOTED
R. L. SCH

1979 Arlington Rock Production 8866
Project on John Day Hwy.

8866

July 11, 1979

United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On July 3, 1979, we wrote to you concerning release of final payment on Contract No. 8866 awarded to Houck-McCall Corp. for the Arlington Rock Production Project on the John Day Highway in Gilliam County.

Final payment on this contract is $4,163.13 and the total contract amount is $83,262.64. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Houck-McCall Corp.
4952 Portland Rd. N.E.
Salem, OR 97303

bc: C. T. Kassey
Walt Hart
Dale Allen

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc. No. 8743	Pacific Hwy. W. @ Barger Ave. (Eugene) Lane County	June 11, 1979
Bracelin-Yeager Exc. & Trucking, Inc. No. 8811	Hull St.-College Entrance (Coos Bay) Coos County	June 11, 1979
Hansen Electric Co. No. 8672	Oregon Coast Hwy. @ 11th St. (Bandon) Coos County	June 13, 1979
Lakeside Industries No. 8775	Old Portland Rd.-S. 6th St. (St. Helens) Columbia County	June 13, 1979
San Jose Steel Co., Inc. No. 8874	Willamette River (Marquam) Bridge Multnomah County	June 13, 1979
Hamilton Construction Co. No. 8773	Grande Ronde River (Pierce Lane) Bridge Union County	June 14, 1979
Hamilton Construction Co. No. 8822	Grande Ronde River (Peach Lane) Bridge Union County	June 14, 1979
Roy L. Houck Construction Co. No. 8683	Bellevue-McMinnville Yamhill County	June 27, 1979
Zuber Bros. Contractors, Inc. No. 8489	SW Sheridan St.-SW Slavin Rd. (Portland) Multnomah County	June 29, 1979
Houck-McCall Corp. No. 8866	Arlington Rock Production Gilliam County	June 29, 1979

July 5, 1979

H. S. Coulter, State Highway Engineer

8866

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Arlington	WEEK ENDING May 19, 1979	SECTION PREFIX 011-8315
HIGHWAY John Day	COUNTY Gilliam	
NAME OF JOB Arlington Section	KIND OF WORK Rock Production	
CONTRACTOR Houck-McCall Corp	CONTRACT NUMBER 8866	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT January 29, 1979	DATE WORK STARTED March 29, 1979	ESTIMATED COMPLETION DATE ~~May 15, 1979~~
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 9 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 97,210.50	SPECIFIED COMPLETION DATE May 15, 1979	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 88,720.50	ENGINEERING AUTHORIZATION $ 8,490.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 92
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 88,720.50	ENGINEERING COST TO DATE $ 3,684.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 87.4
ESTIMATED PERCENT: OVERRUN / UNDERRUN - %	PERCENT OF AUTHORIZATION 43 %	DATE PROJECT WAS COMPLETED: May 17, 1979 -

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			12,000 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1,500 C.Y.		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

(1) Dozer (1) Crusher
(2) Loader (4) Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K
Keatey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
MAY 21 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No activity
MONDAY 14	Manufacturing ½ - 0 & ½ - ¼ Hauling to stockpiles & shaping.
TUESDAY 15	Removing plant Cleanup of quarry
WEDNESDAY 16	Cleanup
THURSDAY 17	Cleanup
FRIDAY 18	Final inspection
SATURDAY 19	Project completed.

REMARKS

This week: Completed crushing, cleanup of quarry.
Remeasured quantities: ½-0 7,741.67 C.Y.
½-¼ 1,871.98 C.Y.
¼-10 1,887.89 C.Y.
2nd Notification submitted 5/14/79
3rd Notification submitted 5/17/79

Next week: Prepare Semi-final.

SIGNED J.S. Sawyer LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

1979 Willow Creek Bridge Sec. 8867
on Heppner Hwy.
(Grade, pave & structure)

#9567 11-19-80

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Gilliam	DIVISION Oregon
DATE OF REPORT 11-19-80	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. BRF-F886(2)
COMPLETION DATE 9-8-79	ACCEPTANCE DATE BY CONTRACT AGENCY 3-31-80	TIME ELAPSED $\frac{209}{200} = 15\frac{1}{2}$ %	CONTRACT TIME 200 calendar days
APPROVED EXTENSIONS 9 calendar days	LOCATION Approximately 3.5 miles south of the Heppner Junction (I-84) on the Heppner Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WILLOW CREEK BRIDGE SECTION
HEPPNER HIGHWAY
Grading, Paving and Structure

This project provided for the replacement of an existing narrow structure on an improved alignment.

The final amount of the original contract items was $398,501.85 or a 4.63 percent underrun of the contract bid amount of $417,847.00. The final cost of the project including all changes and engineering was $50,720.64.

The contract provided 200 calendar days to complete the project work. The contractor used an additional 9 days. The contractor requested, and the State granted, an additional 9 calendar days based on the overrun in steel piling. This eliminated all liquidated damages for the project.

A final inspection of the completed work was made on January 7, 1980.

All project signing and striping is complete.

RECEIVED
STATE HWY ENGR
DEC 8 -'80
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

12-8

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer DATE 12/5/80	TITLE Field Operations Engineer DATE 12/5/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8867

COM 5
Contract #8867

April 8, 1980

Hartford Accident & Indemnity Co.,
Surety Department
1520 Eastlake Avenue East
Seattle, Washington 98102

Gentlemen:

On April 3, 1980, we wrote you concerning release of final payment on Contract No. 8867 awarded to Douglas S. Coats Construction for work on Willow Creek Bridge Section of the Heppner Highway in Gilliam County.

Final payment on this contract is $5,176.92 and the total contract amount is $399,961.79 including $2,162.93 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Kessey
Walt Hart
Dale Allen

8867

L.

4-3-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Road & Driveway Co. No. 9009	SE 8th St.-SW Naterlin Dr.(Newport) Lincoln County	March 11, 1980
Tice Electric, Inc. No. 8857	SE Bybee Blvd. @ SE 23rd Ave. Multnomah County	March 11, 1980
Ross Bros. Const., Inc. No. 8924	Lafayette Hwy.-Webfoot Rd. Yamhill County	March 12, 1980
S.D. Spencer & Sons No. 8341	Garden Valley Blvd. Intchge. Douglas County	March 14, 1980
J.C. Compton Co. No. 8936	Odell Lake-Camp Makualla Rd. Klamath County	March 20, 1980
Hamilton Elect.,Inc. No. 8912	The Dalles/Calif. Hwy. @ Nels Anderson Pl. (Bend) Deschutes County	March 24, 1980
Holst Const. Co. No. 8870	Camp Creek (E.W.E.B. Canal) Bridge Lane County	March 24, 1980
Humphrey Const.,Inc. No. 8695	E. Burnside St. U'Xing. Multnomah County	March 27, 1980
R. A. Hatch Co. No. 8764	S. 6th St.-E. Side Bypass (Klamath Falls) Klamath County	March 31, 1980
Douglas S.Coats Const. No. 8867	Willow Creek Bridge Gilliam County	March 31, 1980

April 3, 1980

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

8867

4

April 3, 1980

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

CON 5
Contract #8867

Gentlemen:

Contract No. 8867 awarded to Douglas S. Coats Construction for work on the Willow Creek Bridge Section of the Heppner Highway in Gilliam County was completed on September 8, 1979, and accepted by the State Highway Division on March 31, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 8, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8867 3.4.80 52 N

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Willow Creek Bridge
Highway; Heppner
County: Gilliam

Contract No.: 8867
Prefix: 011-1083
F.A. No.: BRF-F-86(2)

Item	Unit	Original	Semi-final	%(+or-)
SUMMARY				
Bid Items	$	417,874.00	398,411.94	-5
Anticipated Items	$	4,200.00	2,162.93	-49
Contingencies	$	18,992.12	(-)813.69	-104
Engineering	$	37,984.23	41,600.00	+9
Total	$	479,023.35	441,361.18	-8

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. 15 - Coarse Aggregate Base	$	52,560.00	43,783.92	-8776.08	-17

The widened section of the existing highway was actually longer than indicated on the typical section, and the full width section therefore shorter than shown. Rough calculations indicate that the quantity for this item was overestimated.

B.I. 17 - Class B Asphalt Concrete	$	62,790.00	53,133.08	-9656.92	-1

Same as B.I. 15. Also, depth of 2 cores were slightly less than plan depth.

B.I. 24 - Type 1 Fence	$	6,100.00	2350.00	-3750.	-

Fence was not constructed from Sta. 199+46 to 214+00 at the written request of the property owner. The existing fence is woven wire plus two strands of barbed wire, and he wanted it left in place because it was more calf proof than the Type 1 fence.

B.I. 33 - Furnish 10 x 42 piling	$	8,280.00	16,536.00	+8,256.00	+100

The piling were driven through a fairly hard strata into a softer strata which required almost double the estimated length required.

✓ Versteeg ✓
Anderson
db Christensen copy
Olson
db Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
MAR 04 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

#8867

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8867

February 12, 1980

Douglas S. Coats Construction
Post Office Box 311
Bend, OR 97701

Gentlemen:

Re: Time Extension Request
Willow Creek Bridge
FAP No. BRF-F-86(2)
Contract No. 8867

Your request for additional contract time on the above project has been carefully reviewed. A time extension of nine calendar days is granted due to an overrun of steel piling. This will eliminate all liquidated damages on this project.

Sincerely,

Noted
H. S. COULTER

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

bc: H. S. Coulter
Dale Allen
Norm Krehbiel
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
FEB 19 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
						✓

cc:
OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Gilliam	DIVISION Oregon

IN COMPANY WITH
Unaccompanied; Discussed with N. Krehbiel, Resident Engineer, OSHD

DATE OF INSPECTION 1-7-80	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. BRF-F-86(2)

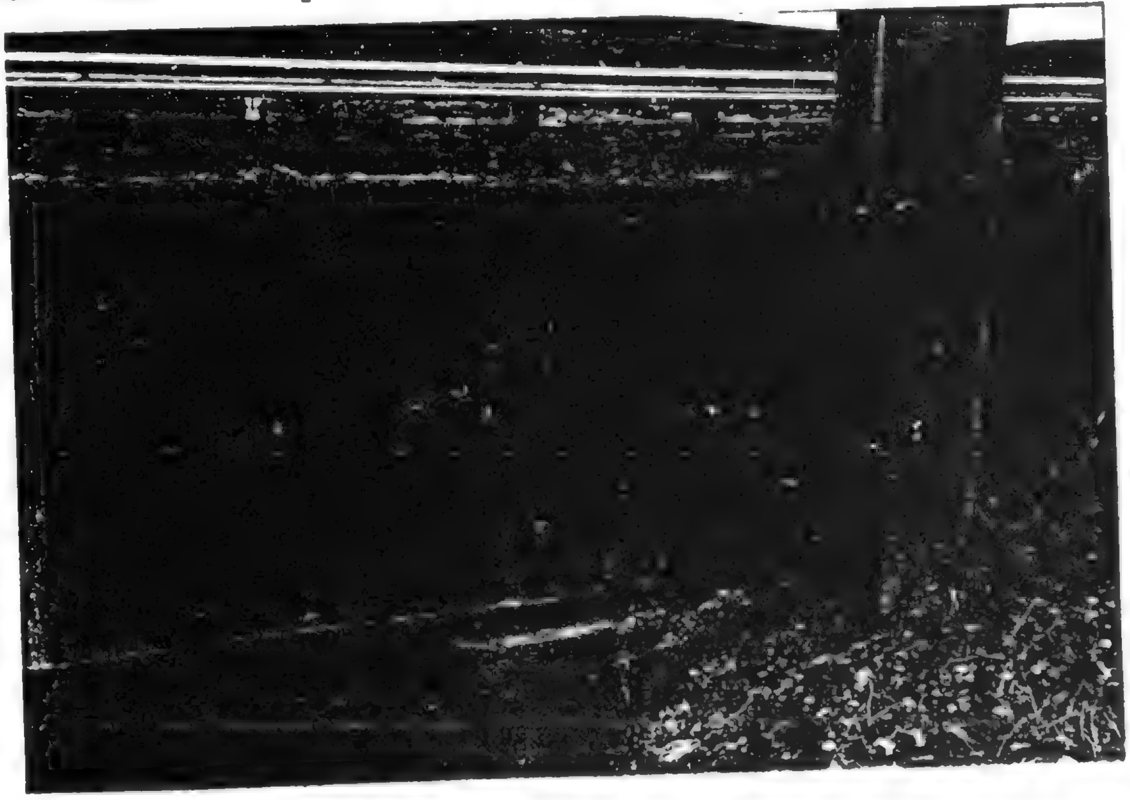
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See below %	WORK COMPLETED 100 %

WILLOW CREEK BRIDGE
HEPPNER HIGHWAY
Grading, Paving and Structure

This project provided for the replacement of an existing narrow structure with a new structure on an improved alignment. The contract provided 200 calendar days to completed the work. The contractor used 209 calendar days. The contractor requested a time extension due to the delay in obtaining additional piling. Nearly double the planned quantity of piling were driven (see report No.1). A time extension was granted which eliminated all liquidated damages on the project.

The completed project looks very good. All striping and signing is completed.

The downstream exterior beam at the northeast corner exhibited some cracking. Mr. Krehbiel indicated that the corner of the beam had been spalled and patched. The patch apparently loosened. Possibly this would not have happened if the expansion joint had not been finished across as noted in the picture below. Finish work should be kept clear of the joint.



Patch at NE corner of the exterior beam.

3/5 cy

RECEIVED
STATE HWY ENGR
MAR 5 '80
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

.0 8867

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Creek Bridge

WEEK ENDING: October 27, 1979

SECTION PREFIX: 11-1083

HIGHWAY: Heppner

COUNTY: Gilliam

NAME OF JOB: Willow Creek Bridge

KIND OF WORK: Grade, Paving and Structure

CONTRACTOR: Douglas S. Coats Construction

CONTRACT NUMBER: 8867

FEDERAL AID PROJECT NUMBER: BRF-F-86(2)

DATE OF CONTRACT: January 29, 1979

DATE WORK STARTED: March 21, 1979

ESTIMATED COMPLETION DATE: 8/15/79

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 209

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $417,847.00

EXCLUSIVE OF ENGINEERING: $379,862.77

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $379,862.77

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION: $37,984.23

ENGINEERING COST TO DATE: $30,384.00

PERCENT OF AUTHORIZATION: 80%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cool-Overcast			
TUESDAY	Cool-Overcast			
WEDNESDAY	Cool-Rain			
THURSDAY	Cool-Sunny			
FRIDAY	Cool-Overcast			
SATURDAY				

K

RECEIVED
OCT 30 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work.
TUESDAY	No work
WEDNESDAY	No work.
THURSDAY	Preparing for seeding and mulching.
FRIDAY	Removing old pavement from some areas, seeded and mulched entire project.
SATURDAY	

REMARKS

Status: Job completed

Next week: No work scheduled.

Const. (3)
Region
file

SIGNED N.D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#2767

8

STATE COPY

4-12-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RECEIVED STATE HWY ENGR
MAY 1 1979
REFERRED TO
FOR
File
Act
D/R
R/D
Inves
Info

cc: State (H. S. Coulter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Gilliam	DIVISION Oregon
DATE OF INSPECTION 4-12-79	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. BRF-F-86(2)

IN COMPANY WITH R. Pool, Region 4 Construction Engineer, OSHD. Discussed with N. Krehbiel, Resident Engineer, OSHD.

LOCATION Approximately 3.5 miles south of the Heppner Junction (I-84) on the Heppner Highway

CONTRACTOR NAME AND ADDRESS
Douglas S. Coats Construction, P.O. Box 311, Bend, Oregon 97701

AWARD DATE 1-29-79	CONTRACT AMOUNT $417,847.00	TIME ALLOWED 200 calendar work days	TIME STARTED 2-12-79	WORK STARTED 3-21-79
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED $\frac{62}{200} = 31\%$	WORK COMPLETED 3%	

REMARKS

WILLOW CREEK BRIDGE SECTION
HEPPNER HIGHWAY
Grading, Paving and Structure

This project provides for the replacement of an existing narrow structure with a new 159' long 32' wide structure on an improved alignment.

Work Completed
Piling have been driving at Bents No. 1 and No. 2. It was necessary to drive the piling at these bents somewhat deeper than had been anticipated to obtain the specified minimum of 70 tons. In fact Mr. Krehbiel indicated the plan quantity had been nearly reached in driving Bents No. 1 and No. 2. Additional piling will have to be obtained to complete the work. The piling driven to date were of American origin.

One man was on the job making pile splices.

The construction signing on the project was reviewed. It was noted that the amber flasher on the "ROAD CONSTRUCTION AHEAD" sign was not in operation. This was brought to the attention of the Resident Engineer. Project work is presently off the existing road and does not affect traffic except possibly during certain short-term activities in the vicinity of the new bridge construction. All project limit signing should be in place and working prior to beginning work which will affect the traveling public.

The progress of the work is listed as satisfactory as it is felt the project can be completed on time.

8867

STATE COPY

8

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-104 & 2-105	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-16-79	State Oregon County Gilliam Project No. BRF-F-86(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 74, 3.6 mi. S. of Heppner Jct., S. 0.67 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-79	0.673
OTHER *(Specify)*		

FUNDS	Special Bridge Pro Rata 80%	Primary 88.1%
ESTIMATED TOTAL COST OF PROJECT $ 475,617.00	FEDERAL FUNDS $ 348,403.00	35,339.00 $40,113.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Smith
Technical Services Engineer
(Title)
By For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator FEB 16 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, February 13, 1979

Federal Aid Project
No. BRF-F-86(2)

WILLOW CREEK BRIDGE
HEPPNER HIGHWAY
GILLIAM COUNTY

Project Agreement Estimate

Type Code 6201
Special Bridge Funds
Roadway (Sta. 210+00 to Sta. 218+36) (Sta. 219+95 to Sta. 235+00)

Mobilization	All	Required (91%)		$ 31,850.00
Temporary Protection and Direction of Traffic	All	Required		5,000.00
Temporary Signs	210	Sq.Ft.	10.00	2,100.00
Temporary Barricades	10	Each	75.00	750.00
Temporary Delineators	57	Each	15.00	855.00
Flagmen	240	Hour	18.00	4,320.00
Temporary Reflective Pavement Markers	165	Each	10.00	1,650.00
Clearing and Grubbing	All	Required		1,000.00
Removal of Structures and Obstructions	All	Required		2,000.00
General Excavation	5,900	Cu.Yd.	2.25	13,275.00
Toe Trench Excavation	300	Cu.Yd.	10.00	3,000.00
Trench Excavation	18	Cu.Yd.	15.00	270.00
Finishing Roadbed and Slopes	All	Required (73%)		2,628.00
Watering	150	M. Gal.	8.00	1,200.00
Coarse Aggregate Base	5,310	Ton	8.00	42,480.00
3/4"-0 Aggregate Base	1,140	Ton	8.00	9,120.00
Class "B" Asphalt Concrete	1,775	Ton	26.00	46,150.00
12-inch Culvert Pipe	102	Lin.Ft.	7.00	714.00
18-inch Culvert Pipe	36	Lin.Ft.	8.00	288.00
Guard Rail, Type 2A	475	Lin.Ft.	15.00	7,125.00
Guard Rail, Type 3	100	Lin.Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type C	4	Each	80.00	320.00
Type 1 Fence	2,550	Lin.Ft.	2.00	5,100.00
Extra for Asphalt Approaches	5	Each	50.00	250.00
Loose Riprap, Class 700	650	Cu.Yd.	14.00	9,100.00
Filter Blanket	170	Cu.Yd.	15.00	2,550.00
Delineators	26	Each	20.00	520.00
Roadside Seeding and Mulching	2	Acre	425.00	850.00
				$ 198,165.00

Anticipated Items

Permanent Pavement Striping	All Required (70%)		$ 420.00
Remove Pavement Striping (Exist. & Temp.)	All Required (70%)		420.00
			$ 840.00
	Subtotal		$ 199,005.00
	Engineering		26,865.00
	Total		$ 225,870.00

Type Code X080
Special Bridge Funds
Structure, Bridge No. 906A (Sta. 218+36 to Sta. 219+95)

Bridge Removal Work	All Required		$ 10,000.00
Structure Excavation	130 Cu.Yd.	20.00	2,600.00
Furnish Pile Driving Equipment	All Required		8,000.00
Furnish HP 10x42 Steel Piling	690 Lin.Ft.	12.00	8,280.00
Drive Steel Piles	690 Lin.Ft.	.50	345.00
Structural Concrete, Class 3300 (170 Cu.Yd.)	All Required		34,000.00
4'x45'/50' Prestressed Slabs	16 Each	3,000.00	48,000.00
4'x65'/70' Prestressed Slabs	8 Each	4,500.00	36,000.00
Reinforcement (24,000 lbs.)	All Required		9,600.00
Reinforced Concrete Bridge End Panels	182 Sq.Yd.	45.00	8,190.00
Metal Rail with Tubing	319 Lin.Ft.	35.00	11,165.00
Asphalt Membrane	568 Sq.Yd.	15.00	8,520.00
	Subtotal		$ 184,700.00
	Engineering		24,934.00
	Total		$ 209,634.00

Type Code 6201
Primary Funds
Roadway (Sta. 199+46.42 to Sta. 210+00)

Mobilization	All Required (9%)		$ 3,150.00
General Excavation	140 Cu.Yd.	2.25	315.00
Finishing Roadbed and Slopes	All Required (27%)		972.00
Watering	30 M. Gal.	8.00	240.00
Coarse Aggregate Base	1,260 Ton	8.00	10,080.00
3/4"-0 Aggregate Base	260 Ton	8.00	2,080.00
Class "B" Asphalt Concrete	640 Ton	26.00	16,640.00
Type 1 Fence	500 Lin.Ft.	2.00	1,000.00

Delineators	4 Each	20.00	80.00
Roadside Seeding and Mulching	1 Acre	425.00	425.00
			$ 34,982.00

Anticipated Items

Permanent Pavement Striping	All Required (30%)	$ 180.00
Temporary Pavement Striping	All Required (30%)	180.00
		$ 360.00
	Subtotal	$ 35,342.00
	Engineering	4,771.00
	Total	$ 40,113.00

Length of Roadway - - - - - - - - - - - - - 0.643 mi.
Length of Structure - - - - - - - - - - - - 0.030 mi.

Total Length 0.673 Mi.
Cost of Roadway per Mile - - - - - - - - - $ 351,275.27

Work Retained in Program Status
(Not included in amounts below)

Channel Improvement	All Required	$ 2,500.00

Summary of Funds	Total Cost	Federal Funds	State Funds
Roadway	$ 225,870	$ 180,696	$ 45,174
Bridge	209,634	167,707	41,927
Special Bridge Funds (80%)	$ 435,504	$ 348,403	$ 87,101
Roadway	40,113	35,339	4,774
Primary Funds (88.1%)	$ 40,113	$ 35,339	$ 4,774
Total Project Cost	$ 475,617		

Group 1 92%; Group 2 8%
Contract No. 8867
Prefix 11-1083

Willow Creek Bridge
Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 500.00

8867

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 10, 1979

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 25, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 25 on the following projects:

1. Del Rey Beach Access Rd.-Neawanna Cr.
   Oregon Coast Highway, Clatsop County
   Paving

   Four-foot shoulders and bridge sidewalk ramps provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Jewell Jct.-Summit
   Sunset Highway, Clatsop County
   Grading & Paving

   Climbing lane construction. Existing four-feet shoulders to be replaced in kind.

   Same as No. 1.

3. Lane County Line-Elbow Lake
   Oregon Coast Highway, Douglas County
   Paving

   Four-foot shoulders provided and to be striped and signed as "Narrow Bikeway".

FILE

4. Arlington Rock Production
John Day Highway, Gilliam County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willow Creek Bridge
Heppner Highway, Gilliam County
Bridge Replacement

Four-foot shoulders provided on approaches. Thirty-foot roadway on structure.

Same as No. 1.

6. Herman Creek Bridge
FAS B-436, Hood River County
Structure Replacement

Thirty-foot roadway provided on structure.

Same as No. 1.

7. No. 1 Drain & Lost River Diversion Channel Bridges
Homedale Road, Klamath County
Structure Replacement

Thirty-three-foot, ten-inch roadway and four-foot, eight-inch sidewalks provided.

8. Camp Creek Road (E.W.E.B. Canal) Bridge
Camp Creek Road, Lane County
Bridge Replacement

Thirty-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Willamette River (Harrisburg) Bridge
Albany-Junction City Highway, Lane County
Painting

Same as No. 4.

10. Fremont Bridge
Stadium Freeway, Multnomah County
Structures

Same as No. 4

11. Pacific Highway West @ SW 53rd Ave
Pacific Highway West, Multnomah County
Traffic Signals

Intersection improvement. Depressed curbs being constructed for future curb ramps.

Same as No. 4.

12. Willamette River (Marquam) Bridge
Pacific Highway, Multnomah County
Appurtenances

Same as No. 4.

13. SW 170th Ave
Tualatin Valley Highway, Washington County
Grading & Paving

Four to six-foot shoulders provided on SW 170th. Five-foot AC sidewalks provided on TV Highway within project limits.

14. Jantzen Beach Information Center
Pacific Highway, Multnomah County
Buildings

Same as No. 4.

DES:lt

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8867

52

N

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale Allen
Region 4 Engineer

DATE: January 2, 1979

FROM: Jack Davis
Foundation Engineer

SUBJECT:
Foundation Data
Willow Creek Bridge
[redacted]
Gilliam County
Bridge 906A

Enclosed for your use is a copy of the Foundation Report for the subject project scheduled to be let January 25, 1979.

By a copy of this letter, a copy of the report is forwarded to the Resident Engineer.

JD:smd

Encl.

cc Norman D. Krehbiel - Res. Engr. /w/ encl.
~~Duane~~ D. Christensen
R. W. Ellison

REFERRED TO
✓ Stoudenmeyer
Beard
Sample
Cole
Watson
Eriksen
Leu
Hager
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
JAN 02 1979
ENGINEERING SECTION
Versteeg
1 Christensen
George
Olsen
Terpin
Sullivan
Scott
Anderson
Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-128-1387

Location Engineer's Narrative Report

WILLOW CREEK BRIDGE SECTION
Heppner Highway
Gilliam County
Prefix No. 011-1998

Survey data for structure and grading between Stations 199+40.42 and 235+00 was previously submitted on July 31, 1978.

Primary purpose of data submitted herewith on this survey is to provide borrow source for embankment-in-place required for highway realignment as a part of proposed construction of new structure over Willow Creek at Station 219.

Secondary purpose is to improve alignment, grade and typical section of existing highway in vicinity of borrow source. Proposed alignment will eliminate three reversing curves which are 10° curve left, 10° curve right and 7° 30' curve left and also will eliminate a 20° curve left, resulting in a decrease in curvature of 67°.

The alignment permits the removal of material required to construct embankments between Stations 199+46.42 and 235+00 without disturbing existing highway. Sufficient material will remain for completion of grading, etc. by maintenance forces or by other means.

Special Provisions for project should designate the borrow area as a "mandatory source" and provide that material shall be removed to lines and grade as established by the engineer, the intent being that the borrow area should be slope staked for ultimate alignment and grade. Special Provisions should also provide that entrance ramp (left) to proposed relocated cattle pass shall be excavated as borrow, lower end of this can be connected to existing cattle pass at present time.

As previously advised, existing irrigation ditches in area of this project have been abandoned by adjacent property owners.

RIGHT OF WAY

Proposed right of way lines for required additional right of way for ultimate project is shown on detail map. Two ownerships are involved in takings and property deeds are included in data being submitted.

SEEDING AND MULCHING

An area for seeding and mulching slopes is included in pad of computations submitted. It is questionable if material in borrow area will sustain growth.

CATTLE PASS

A cattle pass exists right of approximate Station 251+55. Installation of 72' of 72" culvert pipe for new cattle pass at Station 251+25 is proposed. Since present work in this area is primarily as borrow for proposed project to replace Willow Creek Bridge, this cattle pass will probably have to be installed when future work on completion of realignment is performed by maintenance forces or other means.

UTILITIES

Adjustment of power lines belonging to Pacific Power and Light Company will be required. Existing poles right of Station 235+40, and left of Stations 248+60, 253+30, 255+70 and 258+20 fall within the proposed right of way taking, but only the pole left of 253+30 and anchor to pole left of Station 255+70 will need to be relocated to clear construction.

Adjustment of telephone facilities belonging to Pacific Northwest Bell Will also be required

QUANTITIES, UNIT PRICES AND COST

Since primary purpose of this portion of survey and data submitted is to provide a source of borrow, at this time no cost estimate is included with data. Earthwork quantities are included in data submitted but for same reason as above, no surfacing quantities are included in computation.

W. Reid Meritt
Resident Engineer

OREGON STATE

HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Willow Cr. [illegible]

[illegible] Source Area — Heppner [illegible] — Nov 20, 1979

[illegible] of Utility Facilities — Gilliam [illegible]

Fr[illegible] Oli[illegible]

℄ Station	Distance From ℄	Type of Facility	Remarks
235+40	27 Rt	wood pole	This pole will not be disturbed by present construction but will have to be moved before final ultimate grading is done by others - Suggest the relocation be done now
			lines cross ℄ at station 235+55
235+95	110 Lt	wood Pole	no Conflict
238+75	209 Lt	wood pole	no Conflict
239+40	150 Lt	wood pole	No Conflict
241+50	150 Lt	wood pole	No Conflict
245+40	145 Lt.	wood pole	No Conflict
			wires enter R/W at station 247+10, 145 Lt.
248+60	125 LT	wood Pole	within R/W but approx 20 ft outside slope lines - may not have to be moved.
			wires leave R/W @ station 249+05
			wires enter R/W @ station [illegible]
251+70	90 Rt	wood Pole	outside of R/W - may need adjusting due to relocation of pole Lt. ℄ 253+30
			wires cross ℄ at station 252+30
253+30	40 Lt	wood pole	Pole and guys are within Construction [illegible] will have to be relocated.
255+70	15 Lt	wood pole	Pole is [illegible] but outside slope [illegible] wire is within slopes - probably will have to be moved!
259+20	50 Lt	wood pole	No conflict
			Note No. 1: Poles appear to have more than one service attached
			Note No. 2: Above remarks not verified [illegible] utility report - utilities have not been contacted!

8867

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52

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 11-1998

INTER-OFFICE CORRESPONDENCE
October 30, 1978
Bend, OR 97701

FROM: R. O. Havig
Region Utility Engineer

TO: Don Stoudenmeyer
Preliminary Design Supervisor
Engineering

SUBJECT: Irrigation Flume
Willow Creek Bridge
Heppner Highway
Gilliam County

Attached is a signed letter from property owner, stating the irrigation flume will not have to be re-established under this contract.

ROH:pw
Enclosure

REFERRED TO
____ Beard ✓ Stoudenmeyer
____ Cole ____ Semple ____
____ Erikson ____ Watson ____
____ Hager ____ Dorn ____ Lau ____
[✓ Return] Discuss Do File Copy Dup ____
BY FINAL DESIGN ENGINEER

____ Versteeg ____
/ Christensen Don
____ George ____
____ Olson ____
____ Terpin ____
____ Sullivan ____
____ Scott ____
____ Anderson ____

RECEIVED
OCT 31 1978
ENGINEERING SECTION

____ Trout ____
Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

October 12, 1978

Mr. Oris Crisp
Cecil, OR 97822

Irrigation Flume
Willow Creek Bridge Section
Heppner Highway
Gilliam County

Dear Mr. Crisp:

On June 15th, I met with you at your house and discussed the old irrigation flume on the Willow Creek Bridge. At that time, you told me that you and your son-in-law, Bruce Griffith, no longer used the flume, and that it would not have to be re-established by the State when the new bridge is constructed.

Salem has requested written confirmation of our conversation. Would you and Mr. Griffith please confirm that the flume is no longer in use and does not have to be re-established by signing the original of this letter and returning it to me.

Thank you very much for your cooperation.

Very truly yours,

Jock G. Elliott

Jock G. Elliott
Right of Way Agent

JGE:eh

cc J. B. Boyd
Richard Havig

Oris Crisp

Oris Crisp

Bruce W Griffith

Bruce Griffith

8767

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Willow Creek Bridge
Willow Creek Bridge Section
Heppner Highway, No. 52
Gilliam County
Bridge 906A

Enclosed are two copies each of drawings 33788 and 22017 which are the preliminary plan and elevation and vicinity map for the subject structure. The foundation recommendation and hydraulic report (with addendums) are also enclosed.

The proposed structure will provide a 31'-6" roadway width on a new alignment which is improved both for traffic and stream flow. It will replace a deteriorating timber and steel truss bridge (built in 1923) with a roadway width of 17'-2". The new structure width will approximately equal the adjacent highway which has 12' lanes with 4' shoulders.

A three-span prestressed slab structure was selected as the most economical construction for this location. The cost, based on square foot costs, is estimated to be $249,000 and includes a 40 percent allowance for engineering and contingencies.

A waterproof membrane will be applied to the deck of the new structure.

These proposals are submitted for your approval.

Walter J. Hart
Structural Design Engineer
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Assistant Structural
Design Engineer

cc E. S. Hunter
D. H. Moehring
Dale Allen /w/ encl.

RECEIVED
TECHNICAL SERVICES
OCT 13 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-731-0027 (9-77)

8867

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 6-21-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-86(1)

STATE PROJECT NO. See below

COUNTY NAME Gilliam

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80309

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 6/20/78	FEDERAL ROUTE NUMBER Primary 86
		STATE ROUTE NUMBER Primary 52

GENERAL LOCATION:

Willow Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeology salvage and utility preparatory work
☐ OTHER (Specify) TEC $15,100, FF $12,950

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6/14/78 letter.

NOTED
F. B. [illegible]

Swan
6-21

DATE 6/20/78	SIGNATURE OF APPROVING OFFICIAL G.K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1979 Herman Creek Bridge Sec. 8868
FAS Rt B436 east of Cascade
Locks (Structure)

C•a 6903 1-8-79

OREGON STATE
HIGHWAY DIVISION
8711

FORM 81-734-1180

HIGHWAY DIVISION INVOICE

NO. 130660

DATE: 12-23-80

BILLING REQ. NO.: CC 2081

YOUR ORDER NO.:

CREDIT DISTRIBUTION

514-1089-295	220.68 CR
514-1089-296	220.68 CR
324,02	220.68 CR

HØØDRIV
Hood River County
918 18th Street
Hood River, OR 97031
Attn: Anthony C. Klein, Dir. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Herman Creek Bridge BRS-B436(1)			
Total Project Costs			$133,215.
Less: Federal Funds			105,895.
COUNTY SHARE			27,320.
Less: County Advance Deposit			27,100.
Amount Due . . .			$ 220.
FINAL BILLING			

2862

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-30-80	CC 2081		514-1089

BILL TO: Code:

Hood River County
918 18th Street
Hood River, Oregon 97031

Attn: Anthony C. Klein, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Herman Creek Bridge BRS-B436(1)			
Total Project Costs			$133,215.75
Less: Federal Funds			105,895.07
COUNTY SHARE			$ 27,320.68
Less: County Advance Deposit			27,100.00
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 27,100.00
Advance Deposit Previously Transferred to Highway Fund	$ 21,100.00
Balance	$ 6,000.00
Transfer to Highway Fund	$ 6,000.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1982

Amount Due . . . . . $ 220.68

Submitted by: Ken Husby

Ken Husby

Approved:

D. E. Swan

SP*35753-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** October 30, 1980

COUNTY Hood River **Contract No.** 8868 **Date Completed** 6-28-79

PROJECT # BRS-B436(1) **Section** Herman Creek Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Construction		
Payment to Contractor		$114,905.45
Engineering		18,082.73
E.E.O. Monitoring Expense		227.57
TOTAL PROJECT COSTS		$133,215.75
County Share of Project Costs:		
Federal Funds	$105,895.07	
Advance Deposit	27,100.00	$132,995.07
BALANCE DUE FROM COUNTY		$ 220.68

Reference: Billing Form CC 2081

FORM 734-1745

MEMORANDUM 7362

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-17-85

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BRS-B436(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-4-79 To: 4-21-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$133,215.75	$132,368.84	80%	$105,895.07	$105,895.07	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 9-17-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Herman Creek Bridge **Hood River County**					
	Construction **Type Code X081 Contract #8868** **Structure, Br. No. 159A (Sta. 11+03 To Sta. 11+88)**					
	Final Contract Payment Summary	Lump Sum			$114,905.45	
	Construction Engineering					
	State	All Required			17,235.82	
	Misc. Project Costs					
	E.E.O. Monitoring Expense	All Required			227.57	
	Total Participating Costs				$132,368.84	
	Nonparticipating Items					
	Construction Engineering-State	All Requirdd			$ 846.91	
	Total Project Costs				$133,215.75	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/28/80.					
	AMOUNT CARRIED FORWARD					

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 4-21-8

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. BRS-B436(1)	2. COUNTY Hood River	3. STATE Oregon 8868

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved construction of a bridge over Herman Creek. The Structure, No. 159A, is 185 feet long and has a roadway width of 30 feet. The work was performed on the Herman Creek Bridge Section of FAS Route B436 approximately one mile east of Cascade Locks. The project was completed on June 28, 1979.

5. CONTRACTOR'S NAME Coast Marine Construction, Inc.	6. CONTRACT AMOUNT $ 114,041.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) Deasy

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
APR 22 '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

4/22 cy

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 30 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X 081	0.016

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W.N. Bryant, Area Engr.	11. DATE OF INSPECTION 8-1-79

12. IN COMPANY WITH A. Nelson, Res. Engr., OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Wallace N Bryant		16. SIGNATURE G. K. Hoss	
14. TITLE Area Engineer	15. DATE 4-21-80	17. TITLE Field Operations Engineer	18. DATE 4/21/80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

-28868

STATE COPY 2

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-149

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-26-79

Form Approved; O M B No. 04-R2089

State Oregon

County Hood River

Project Number BRS-B436(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 22, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 130,004.00	$ 133,000.00
Federal funds	$ 104,003.00	$ 106,400.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction quantities under E.W.O.#1 and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen File

Oregon State Highway Division
Salem, Oregon December 5, 1979

Federal Aid Project
No. BRS-B436(1)

Herman Creek Bridge
Forest Lane Road
Hood River County

Revised Project Agreement Estimate

Type Code X081 Structure, Br. No. 159A (Sta.11+03 to Sta. 11+88) Subtotal of previous estimate as of February 15, 1979		$ 114,541.00
Additional Items Furnish and Install 8" & 12" Conc.Pipe (E.W.O#1)	All Required	$ 1,615.45
	Increase	$ 1,615.45
	Subtotal	116,156.45
	Engineering	16,843.55
	Total	$ 133,000.00

Federal Funds- - - - - - -	$ 106,400.00
County Funds - - - - - - -	$ 26,600.00
Total	$ 133,000.00

Group - 1 - 100%
Contract No. 8868
Prefix 14-8206 P.E.
Prefix 514-1089

8868 8

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-133	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-22-79	State Oregon
		County Hood River
		Project No. BRS-B436(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Herman Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-79	0.016
OTHER *(Specify)*		

FUNDS Pro Rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 130,004.00	FEDERAL FUNDS $ 104,003.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator FEB 22 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below, When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, February 15, 1979

Federal Aid Project
No. BRS-B436(1)

Herman Creek Bridge
Forest Lane Road
Hood River County

Revised P.S. & E. Estimate.

Type Code X081
Structure, Br. No. 159A (Sta. 11+03 to Sta. 11+88)

Mobilization	All Required		$ 10,000.00
Temporary Protection and Direction of Traffic	All Required		3,500.00
Temporary Signs	102 Sq.Ft.	7.00	714.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	100 Lin.Ft.	7.00	700.00
Flagmen	20 Hour	18.00	360.00
Bridge Removal Work	All Required		10,000.00
Structure Excavation	50 Cu.Yd.	11.00	550.00
Special Wall Backfill	25 Cu.Yd.	21.00	525.00
Furnish HP 12x53 Steel Piling	530 Lin.Ft.	12.00	6,360.00
Drive Steel Piles	10 Each	400.00	4,000.00
Splice Steel Piles	2 Each	200.00	400.00
Structural Concrete, Class 3300 (45 cu.Yd.)	All Required		8,300.00
Structural Concrete, Class 4500 (65 cu.yd.)	All Required		15,000.00
85'/90' Type IV Prestressed Beams	4 Each	7,000.00	28,000.00
Reinforcement (24,600 lb.)	All Required		9,000.00
Reinforced Concrete Bridge End Panels	133 Sq.Yd.	50.00	6,650.00
Three Tube Metal Piling	217 Lin.Ft.	46.00	9,982.00
			$ 114,041.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
	Subtotal	$ 114,541.00
	Engineering	15,463.00
	Total	$ 130,004.00

Length of Structure - - - - - - - - - - - - 0.016 mile

Work Retained in Program Status
(Not included in amounts below)

Reconstruct Rd. Conn. to Br.	All Required	$ 5,000.00

Federal Funds (80%)	$ 104,003
County Funds	26,001
	$ 130,004

Group 1 100%
Contract No. 8868
Prefix 14-8206 P.E.
Prefix 514-1089

CON 5
Contract No. 8868

December 11, 1979

St. Paul Fire & Marine Insurance Company
500 N.E. Multnomah, Suite 700
Portland, OR 97232

Gentlemen:

A post-final payment for $800.00 will be made to Coast Marine Construction, Inc. on Contract No. 8868 for the Herman Creek Bridge on Forest Lane Road in Hood River County as soon as the warrant is prepared.

The total amount paid on this contract will be $114,905.45, including the post-final payment. Of the total, $1,615.45 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dmc

cc: Coast Marine Construction, Inc.
1050 N. River Street
Portland, OR 97208

bc: C. T. Kessey
Walt Hart
E. L. Hardt

8868

~~ROBERT W. STRAUB~~
GOVERNOR

Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8868

December 3, 1979

Coast Marine Construction, Inc.
Post Office Box 4506
Portland, OR 97208

Gentlemen:

Re: Time Extension Request
Herman Creek Bridge, Contract No. 8868
FAP No. BRS-B-436(1)

Your request for additional contract time on the above project has been carefully reviewed and an extension of eight calendar days is granted. This will eliminate all liquidated damages on this project.

This time extension is granted due to the State's desire to obtain a single dip galvanizing of the bridge rail sections. This desired process was delayed due to maintenance problems at the only local plant capable of single dipping rail sections of the length required on this project.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
Ed Hardt
Arvey Nelson
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
DEC 5 -'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Form 81-734-3123 (Rev. 7-77)

STATE OF OREGON
Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8868

TO: Memo to File

DATE: December 3, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Herman Creek Bridge
FAP No. BRS-B-436(1)
Contract No. 8868

Coast Marine Construction, Inc., contractor on this project, has requested an eight calendar day extension of contract time due to a delay in galvanizing the bridge railing.

The bridge rail sections were fabricated in sections of 36 and 39 foot lengths in accord with approved shop drawings. When these sections were ready for galvanizing, the galvanizing plant was shut down to repair a leaking tank. The delivery of the rail sections was delayed by approximately 25 days due to the galvanizing plant shut down. Normally a delay of this nature is not a valid reason for time extension since the contractor could have had the galvanizing done at another plant. However, no other galvanizing plant in the Portland area has tanks large enough to "single dip" sections of this length and "double dipping" would have been required. Our Resident Engineer requested the contractor to await plant repairs and "single dip" the rails in order to provide a more pleasing rail without the discoloration that may have resulted from "double dipping". Therefore, the delay was, in effect, at the direction of the State and the delay time should be returned to the contractor.

Contract time was exceeded by eight calendar days and a time extension in that amount is recommended. This is a Federal aid project and FHWA concurrence is not required.

OBJ:fr

cc: H. S. Coulter
Ed Hardt
Arvey Nelson
Robert Church
FHWA

[illegible]

9-7-79

COPY FOR MR. File
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc., No. 8809	30th St. & Melbourne Ave. @ Marine Dr. (Astoria), Clatsop County	August 13, 1979
Robles Construction, No. 8765	Armitage State Park, Lane County	August 13, 1979
J. B. Steel, Inc., No. 8815	Grayback Cr.-Lake Cr. (M.P. 11.8, 18.2 & 18.4), Josephine County	August 13, 1979
Bob Angell, Inc., No. 8840	N. City Limits-Ocean Blvd. (Coos Bay), Coos County	August 16, 1979
Roy E. Ladd, Inc., No. 8310	Slater Creek-Mystic Creek, Douglas County	August 16, 1979
Hamilton Construction Co., No. 8823	Hurricane Creek Bridge, Wallowa County	August 16, 1979
Hamilton Electric, Inc., No. 8889	2nd St. & 3rd St. @ "Q" St. (Springfield), Lane County	August 16, 1979
Roy E. Ladd, Inc., No. 8538	SE Market St. U'Xing., Multnomah County	August 20, 1979
Garland Pacific Const., No. 8549	Valley River Bicycle/Ped. Bridge, Lane County	August 22, 1979
F. H. McEwen Construction, No. 8430	Eagle Creek-Klamath County Line, Lane County	August 22, 1979
Coast Marine Const., Inc., No. 8868	Herman Creek Bridge, Hood River County	August 22, 1979

Contractor and Contract No.	Section and County	Acceptance Date
Continental Crushing & Leasing, Inc., No. 8892	Richmond Rock Production Project, Wheeler County	August 22, 1979
Miller Construction Co. No. 8816	Bully Creek Bridge (Vale) Malheur County	August 23, 1979
Hamilton Electric, Inc. No. 8649	Murray Blvd. @ Butner Rd. Washington County	August 23, 1979
Rogue River Paving Co., Inc., No. 8805	Rogue Valley Hwy. @ South Stage Road, Jackson County	August 23, 1979
Baldwin & Sutherland, Inc. No. 8793	N. Main St.-Oregon/Washington Hwy. (Milton-Freewater) Umatilla County	August 23, 1979
E. H. Itschner Co. No. 8929	Long Creek Project Grant County	August 23, 1979
Hamilton Electric, Inc. No. 8799	Koosbay Blvd. @ Bayshore Dr. (Coos Bay), Coos County	August 23, 1979
J. C. Compton Co. No. 8721	S. Ashland Intchge.-Calif. State Line, Jackson County	August 27, 1979
Columbia West Matl's & Constructors, Inc., No. 8810	Vine St.-Scappoose High School (Scappoose), Columbia County	August 30, 1979
Hamilton Electric, Inc., No. 8704	McKenzie Hwy. @ S. 32nd St., (Springfield), Lane County	August 30, 1979
S. D. Spencer & Son, No. 8363	Fairgrounds Intchge.-Roberts Creek, Douglas County	August 31, 1979

September 7, 1979 H. S. Coulter

H. S. Coulter, State Highway Engineer

8868

August 23, 1979

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah, Suite 700
Portland, OR 97232

Gentlemen:

Contract No. 8868 awarded to Coast Marine Construction, Inc., for the Herman Creek Bridge on Forest Lane Road (FAS Route B436) in Hood River County was completed on June 28, 1979, and accepted by the State Highway Engineer on August 22, 1979.

Final payment in the amount of $5,493.50 will be released to the contractor after August 28, 1979. The total contract amount is $114,105.45 including $1,615.45 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Coast Marine Construction, Inc.
1050 N. River Street
Box 4506
Portland, OR 97208

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Herman Creek Bridge

WEEK ENDING: August 11, 1979

SECTION PREFIX: 514-1089

HIGHWAY: FAS B-436

COUNTY: Hood River

NAME OF JOB: Herman Creek Bridge

KIND OF WORK: Structure

CONTRACTOR: Coast Marine Construction, Inc.

CONTRACT NUMBER: 8868

FEDERAL AID PROJECT NUMBER: BRS-B 436(1)

DATE OF CONTRACT: February 8, 1979

DATE WORK STARTED: March 12, 1979

ESTIMATED COMPLETION DATE: June 28, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

SPECIFIED CALENDAR DAYS: 120

SPECIFIED COMPLETION DATE: n/a

WORK DAYS USED: n/a

CALENDAR DAYS USED: 128

PERCENT OF TIME ELAPSED: 107%

PROJECT AUTHORIZATION: $ 135,679.04

EXCLUSIVE OF ENGINEERING: $ 124,920.35

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 115,043.34

ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN 8 %

ENGINEERING AUTHORIZATION: $ 10,758.69

ENGINEERING COST TO DATE: $ 10,800.00

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%

DATE PROJECT WAS COMPLETED: June 28, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	PILING ~~XXXXXX~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	530 L.Ft.				
TOTAL QUANTITIES CORRECTED TO DATE	530 L.Ft.				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	530 L.Ft.				
AVERAGE DAILY QUANTITIES	265 L.Ft.				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	159-A							
PERCENT	100%							

August 1979		WEATHER	Calendar ~~XXXX~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Clear	0		Project completed.
MONDAY	6	Clear	0		
TUESDAY	7	Clear	0		
WEDNESDAY	8	Clear	0		
THURSDAY	9	Clear	0		
FRIDAY	10	P. Cloudy	0		
SATURDAY	11	Clear	0		

RECEIVED
AUG 14 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8-5-79 SUNDAY	No work by contractor on this project this week. Project complete.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
8-11-79 SATURDAY	No work.

REMARKS

STATUS: Coast Marine Construction, Inc. has completed all work on this project. Missing payrolls have been received, Third Notification submitted, and remaining Semi-Final Estimate Data submitted to Region I effective Monday, August 13, 1979.

The contractor's request for time extension is being considered and will be forwarded in short order.

This will be the last Weekly Field Engineer's Report submitted for this project unless directed otherwise.

SIGNED Erle L. Calhoun LOCATION 9250 N.E. Skidmore,
Portland, Oregon

for Arvey D. Nelson, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

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TOTAL TO DATE JOB COST SUMMARY                                                              JUNE 19
                                                                                           FISCA
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH        YEAR TO

  PUBLIC WORKS, HERMAN CK BR     CONT NO        * FA PROJ NOS
                                   014     8204     594      00                             4.60
                                   014     8204     901      00
                                   014     8204     905      00                                1
                                   014     8204     918      00                               11
                                   014     8204     926      00                             3.64
                                               ** JOB TOTALS **                  **           68

  HOOD RIVER YOUTH CORP          CONT NO        * FA PROJ NOS
                                   014     8205     594      00          32 53CR
                                   014     8205     900      00
                                               ** JOB TOTALS **          32 53CR**

  HOOD RIV-HERMAN CK BR PE WORK  CONT NO        * FA PROJ NOS
                                   014     8206     594      00                             1.0
                                   014     8206     905      00                                1
                                   014     8206     920      00                               54
                                   014     8206     921      00                                2
                                   014     8206     922      00                               21
                                   014     8206     923      00
                                               ** JOB TOTALS **                  **

  13TH ST HOOD RIVER             CONT NO          FA PROJ NOS
                                   014     8207     407      00          23 42              1.00
                                   014     8207     409      00             10
                                   014     8207     414      00                                8
                                   014     8207     594      00                             1.80
                                   014     8207     900      00
                                               ** JOB TOTALS **          23 52  **

  CHANGE TO 514-1039             CONT NO          FA PROJ NOS
                                   014     8208     905      00           3 34
                                               ** JOB TOTALS **           3 34  **

  C ST & HELMAN ST IN ASHLAND    CONT NO        * FA PROJ NOS
                                   015     8201     144      00
                                   015     8201     594      00
                                               ** JOB TOTALS **                 **

  4TH ST-MANZANITA SECT MEDFRD   CONT NO        * FA PROJ NOS
                                   015     8202     101      00
                                   015     8202     193      00
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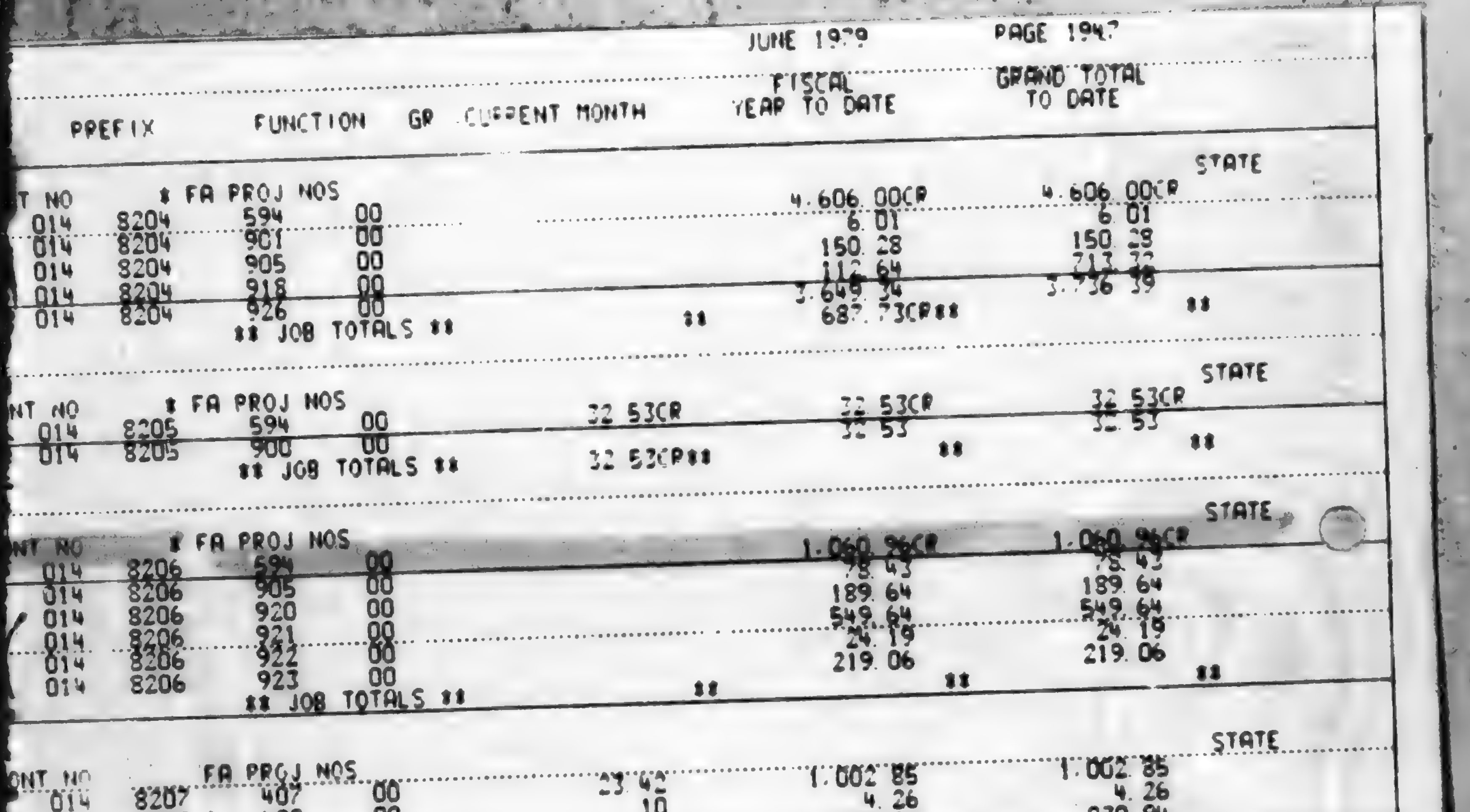
6-79

8869



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                                                       JUNE 1979         PAGE 1947
                                                         FISCAL          GRAND TOTAL
   PREFIX        FUNCTION   GR  CURRENT MONTH        YEAR TO DATE          TO DATE

                                                                                      STATE
T NO         * FA PROJ NOS                            4.606.00CR         4.606.00CR
 014     8204     594      00                               6.01               6.01
 014     8204     901      00                             150.28             150.28
 014     8204     905      00                             112.64             713.32
 014     8204     918      00                           3.649.34           3.736.39
 014     8204     926      00                                                         **
                ** JOB TOTALS **               **       687.73CR**

                                                                                      STATE
NT NO        * FA PROJ NOS             32.53CR             32.53CR            32.53CR
 014     8205     594      00                              32.53              32.53
 014     8205     900      00                                         **              **
                ** JOB TOTALS **       32.53CR**

                                                                                      STATE
NT NO        * FA PROJ NOS                            1.060.96CR         1.060.96CR
 014     8206     594      00                              78.43              78.43
 014     8206     905      00                             189.64             189.64
 014     8206     920      00                             549.64             549.64
 014     8206     921      00                              24.19              24.19
 014     8206     922      00                             219.06             219.06
 014     8206     923      00                                         **              **
                ** JOB TOTALS **               **

                                                                                      STATE
ONT NO         FA PROJ NOS               23.42           1.002.85           1.002.85
 014     8207     407      00               10               4.26               4.26
 014     8207     409      00                              830.94             830.94
 014     8207     414      00                           1.808.89CR         1.808.89CR
 014     8207     594      00                              65.20              65.20
 014     8207     900      00                              94.36  **          94.36  **
                ** JOB TOTALS **         23.52  **

                                                                                      STATE
CONT NO        FA PROJ NOS                3.34               3.34               3.34
 014     8208     903      00             3.34  **           3.34  **           3.34  **
                ** JOB TOTALS **

                                                                             00       STATE
CONT NO      * FA PROJ NOS                                                61.29
 015     8201     144      00                                             61.29CR
 015     8201     594      00                     **                 **               **
                ** JOB TOTALS **

                                                                             00       STATE
CONT NO      * FA PROJ NOS                                             3.251.46
 015     8202     101      00                                             31.56
 015     8202     193      00
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                                      CONT NO 8868 * FA PROJ NOS BRS 436001 100                                                114
HERMAN CR BR SEC                           514    1089      201        00 P 1                                                12
                                           514    1089      296        00 N 9                                                 2
                                           514    1089      297        00 N 9                                               106
                                           514    1089      298        00 N 9                             710.26CR          710.26CR       17
                                           514    1089      900        00 P 1              710.26CR       710.26
                                           514    1089      900        00 N 1              710.26
                                           514    1089      920        00 P 1
                                           514    1089      985        00 P 1                             710.26CR          710.26CR       13
                                                            TOT        P1                  710.26CR       710.26
                                                            TOT        N1                  710.26
                                                        ** JOB TOTALS **                           **                    **                 13
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                                                                                      SEPTEMBER 1980                      PA

TOTAL TO DATE JOB COST SUMMARY                                                             FISCAL                         GP
                                                                                        YEAR TO DATE
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH

                                                  * FA PROJ NOS RRP 519008 100                   333.82CR
   MCANDREWS AT OAK STS MEDFORD   CONT NO                                                        963.82
                                     515    1072       220       01 P 1                        7,824.50CR
                                     515    1072       240       01 P 1                           15.40CR
                                     515    1072       260       03 P 1                        7,839.90
                                     515    1072       263       01 P 1                          630.00CR
                                     515    1072       263       03 P 1
                                     515    1072       270       01 P 1
                                     515    1072       276       02 P 1
                                     515    1072       296       00 N 9
                                     515    1072       298       00 N 9
                                     515    1072       900       00 P 1                             22.96
                                     515    1072       900       00 N 1
                                     515    1072       915       00 P 1
                                     515    1072       920       00 P 1
                                                       TOT       P1                                 22.96
                                                       TOT       N1                    **           22.96  **
                                                  ** JOB TOTALS **

                                                  * FA PROJ NOS RRP 510602 100
   PINE ST CENTRAL POINT           CONT NO
                                     515    1074       279       01 P 1
                                     515    1074       282       00 P 1
                                     515    1074       296       00 N 9
                                     515    1074       298       00 N 9
                                     515    1074       900       00 P 1
                                     515    1074       900       00 N 1
                                     515    1074       915       00 P 1
                                     515    1074       920       00 P 1
                                     515    1074       920       00 N 1
                                                       TOT       P1
                                                       TOT       N1                    **                  **
                                                  ** JOB TOTALS **
```

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                  ** JOB TOTALS **                      **                     **                    **

    CONT NO 8868 # FA PROJ NOS BRS 436001 100                                                 STATE
          514    1089      201       00 P 1                                     114,905.45     79      79
          514    1089      296       00 N 9                                     127,500.00CR   79      80
          514    1089      297       00 N 9                                      21,100.00     79      79
          514    1089      298       00 N 9                                     106,400.00     79      80
          514    1089      900       00 P 1          710.26CR         710.26CR   17,113.60     79      80
          514    1089      900       00 N 1          710.26           710.26         846.91     79      80
          514    1089      920       00 P 1                                          122.22     79      80
          514    1089      985       00 P 1                                          227.57     79      80
                           TOT       P1              710.26CR         710.26CR  132,368.84
                           TOT       N1              710.26           710.26         846.91
                  ** JOB TOTALS **                      **                     **  133,215.75  **



Y                                               SEPTEMBER 1980        PAGE  224

                                                                FISCAL          GRAND TOTAL       ACTIVE YRS
ENT          PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO DATE        TO DATE          BEG    END

RD  CONT NO        # FA PROJ NOS RPP 519008 100                                               STATE
          515    1072      220       01 P 1                         333.82CR                   77      80
          515    1072      240       01 P 1                         963.82        5,807.98     77      80
          515    1072      260       03 P 1                       7,824.50CR                   77      80
          515    1072      263       01 P 1                          15.40CR                   77      80
          515    1072      263       03 P 1                       7,839.90        8,327.56     77      80
          515    1072      270       01 P 1                         630.00CR                   77      80
          515    1072      276       02 P 1                                        81,908.84     77      80
          515    1072      296       00 N 9                                        89,571.77CR   76      80
          515    1072      298       00 N 9                                        89,571.77     76      80
          515    1072      900       00 P 1                                         2,875.53     76      8
          515    1072      900       00 N 1                          22.96            56.30     77      80
          515    1072      915       00 P 1                                           592.14     78      80
          515    1072      920       00 P 1                                            12.14     78      78
                           TOT       P1                                          99,524.19
                           TOT       N1                                 22.96            56.30
                  ** JOB TOTALS **                      **          22.96  **    99,580.49  **

    CONT NO        # FA PROJ NOS RPP 510602 100                                               STATE
          515    1074      279       01 P 1                                        49,691.37     76      80
          515    1074      282       00 P 1                                         1,672.74     78      78
          515    1074      296       00 N 9                                        47,917.26CR   76      80
          515    1074      298       00 N 9                                        47,917.26     76      80
          515    1074      900       00 P 1                                         1,308.82     76      80
          515    1074      900       00 N 1                                            22.50     30      80
          515    1074      915       00 P 1                                           555.70     77      80
          515    1074      920       00 P 1                                            12.77     79      79
          515    1074      920       00 N 1                                            13.40     79      79
                           TOT       P1                                          53,241.40
                           TOT       N1                                              35.90
                  ** JOB TOTALS **                      **                 **    53,277.30  **
```

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-14-79	CC 1982		514-1089-297

BILL TO: Code:

Hood River County
918 18th Street
Hood River, Oregon 97031
Attn: Anthony C. Klein
Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the Advance Deposit for construction of the Herman Creek Bridge - BRS-B428(1)			

Advance Deposit Amount	$27,100.00
Advance Deposit Previously Transferred to Highway Fund	$ - - -
Balance	$ 6,000.00
Transfer to Highway Fund	$21,100.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by: Fred Hildebrandt
F. Hildebrandt

Approved:

SP*35736-734

8868

January 26, 1979

Hood River Co.
918 18th Street
Hood River, Oregon 97031

Attn: Mr. Anthony C. Klein
Director of Public Works

Gentlemen:

On January 25, 1978 a satisfactory bid was received from Coast Marine Construction, Inc., P. O. Box 4506, Portland, Oregon 97208, for bridge construction over Herman Creek on Forest Lane near Cascade Locks, BRS-B436(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$114,041.00
Temporary Erosion Control	500.00
Reconstruct Road Connections to Bridge	5,000.00
4½% Contingencies	5,379.35
(9%) Engineering	10,758.00 69
ESTIMATED TOTAL COST	$135,679.04

County's Advance Deposit:
20% of $135,679.04 = $27,135.80 or say $27,100.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 16, 1978.

Please make your check for $27,100.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

FH:dmc

bc w/AD#586:Region 1 Federal Aid Specialist
Vern Skoog-Please return completed AD#586 when check is received.

Awarded 2-8-79
Notified Jon Rose 2-8-79
G.

8868

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 10, 1979

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 25, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 25 on the following projects:

1. Del Rey Beach Access Rd.-Neawanna Cr.
   Oregon Coast Highway, Clatsop County
   Paving

   Four-foot shoulders and bridge sidewalk ramps provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Jewell Jct.-Summit
   Sunset Highway, Clatsop County
   Grading & Paving

   Climbing lane construction. Existing four-feet shoulders to be replaced in kind.

   Same as No. 1.

3. Lane County Line-Elbow Lake
   Oregon Coast Highway, Douglas County
   Paving

   Four-foot shoulders provided and to be striped and signed as "Narrow Bikeway".

FILE

4. Arlington Rock Production
   John Day Highway, Gilliam County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willow Creek Bridge
   Heppner Highway, Gilliam County
   Bridge Replacement

   Four-foot shoulders provided on approaches. Thirty-foot roadway on structure.

   Same as No. 1.

6. Herman Creek Bridge
   FAS B-436, Hood River County
   Structure Replacement

   Thirty-foot roadway provided on structure.

   Same as No. 1.

7. No. 1 Drain & Lost River Diversion Channel Bridges
   Homedale Road, Klamath County
   Structure Replacement

   Thirty-three-foot, ten-inch roadway and four-foot, eight-inch sidewalks provided.

8. Camp Creek Road (E.W.E.B. Canal) Bridge
   Camp Creek Road, Lane County
   Bridge Replacement

   Thirty-foot roadway provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway, Lane County
   Painting

   Same as No. 4.

10. Fremont Bridge
Stadium Freeway, Multnomah County
Structures

Same as No. 4

11. Pacific Highway West @ SW 53rd Ave
Pacific Highway West, Multnomah County
Traffic Signals

Intersection improvement. Depressed curbs being constructed for future curb ramps.

Same as No. 4.

12. Willamette River (Marquam) Bridge
Pacific Highway, Multnomah County
Appurtenances

Same as No. 4.

13. SW 170th Ave
Tualatin Valley Highway, Washington County
Grading & Paving

Four to six-foot shoulders provided on SW 170th. Five-foot AC sidewalks provided on TV Highway within project limits.

14. Jantzen Beach Information Center
Pacific Highway, Multnomah County
Buildings

Same as No. 4.

DES:lt

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8868

January 8, 1979

Hood River County
Board of Commissioners
Courthouse
Hood River, OR 97031

MISC. CONTRACTS and
AGREEMENTS No. 6903

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Herman Creek Bridge Section of Forest Lane Road in Hood River County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

Date 12-19-78 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Herman Cr Agreement File No. ______

Received (call) (~~visit~~) from Jon Rose

Address ______

Made (call) (visit) to ______ Phone 238-8250

Reason for contact and general discussion:

Hood River Co returned the agreements. However only signed by Elmer Murray, Chairman. Told him to return unless Board action authorized the one signature. Subsequently he received call from Tory Klein indicating Board authorized one signature but due to vacations it will be several days before we get a copy. Told Jon to hold but we will clear this aspect of project for Jan letting

Signature ______ N

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) (R) Prange Holmes Hildebrandt

Circulate: PME LGE OPE FAE CCE OM Other

10-11-78

Section HERMAN C. BRIDGE Programming Estimate $ 116,000

Highway Forest Lane Rd Project Length

County Hood River Completion Time 120 Cal. Days

Kind of Work Structure

Prefix 14-8206-921 FA Project No. BRS-B436(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 112,135

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		$ 500
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 112,635.00
Contingencies (4-1/2%)		5,068.58
Engineering (9 %)		10,137.15
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 127,840.72

APPROVED

Road Design Engineer
9-15-78

NOTED
D. O. Christensen

12-11-78
Called Jon Rose
about prices - will
let County know -
but figured County would
90' H

copy to Jon Rose 10/12/78

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--[✓ COST ESTIMATE]

Sheet 1 of 2

Date 12-11-78

Section Herman Cr Bridge

County

Kind Of Work

Length

Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	8%	All	All		8,000
	Temporary Protection and Direction of Traffic		All	All		1350
	Temporary Signs		Sq Ft	102	6-	612
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	100	7-	700
	Flagmen		Hr	20	18.50	370
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	50	20	1000
	Special Wall Backfill		Cu Yd	25	10	250
	Furnish HP 12×53 Steel Piling		Lin Ft	530	11	583
	Drive Steel Piles		Each	10	500	5000
	Splice Steel Piles		Each	2	100	200
	Structural Concrete, Class 5300 (45 cy @ $220)		All	All		9900
	Structural Concrete, Class 4500 (65 cy @ $250)		All	All		16,250
	85'/90' Type IV Prestressed Beams		Each	4	7000	28.00
	Reinforcement (24,600 lbs @ 0.40)		All	All		9840
	Reinforced Concrete Bridge End Panels		Sq Yd	133	43	5,719
	Three Tube Metal Railing		Lin Ft	217	42	9,114
						112,135

3868

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 14, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

**Original Signed By
D. E. Swan**

SUBJECT Project Data Submission
Item No. 90060
Project No. BRS-B436(1)
Herman Creek Bridge Section
Hood River County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 25, 1979.

JLG:dmc
Attachment
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
E. L. Hardt, Region 1

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AI

(PP

DATE SUBMITTED TO W. O.

December 14, 1978

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., 1 mi. NE of Cascade Locks ECL 21 65	**ADT**	PRESENT 430 DHV 50	FUTURE --- (66) (70)
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68) · SUPV AGCY (69) · DA CLASSIF. (70) · DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)
CARD	CLASS OF FEDERAL FUNDS Special Bridge Replacement			COUNTY NAME Ho	
	NAME OF URBAN AREA --- 17-31			ROUTE NO. S	FEDERAL B436

ESTIMATED PROJEC

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUND (80%)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		(Bridge No. 159A)			
5					**ROW**					
5					**CONST** (CODE) X081		"Herman Creek Bridge Section"	0.016	128,000	102,400

CARD	CODE	PREPARED BY	PROJECT TOTALS			
1	1	JLG		0.016	128,000	102,400
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

*Forest Lane

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1978

ADT	PRESENT 430 DHV 50	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41

APPN CODE: 115
ITEM NO.: 90060
I. Projects Only: POST MI. / DESIG.

AGCY / DA CLASSIF. / DA AREA
EMERG. YR.
PL. AUTH YR

PROJECT NUMBER
PREFIX LETTER(S): BRS -
NUMBER: B436
SEQ. NO.: (1)

COUNTY NAME: Hood River
CODE: 027

PROGRAM STAGE ☐ 1 OR ☐ 2

ROUTE NO. S
FEDERAL-AID: B436
STATE: Co. Rd.*
U.S.: ---

LES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	
					Util. adj. as req. RR protective service as necessary.
0.016	128,000	102,400	---	25,600 (Co.)	ROW-60'; Access Control-none; Parking Restrictions-none
0.016	128,000	102,400	---	25,600 (Co.)	

REMARKS

Forest Lane

over

USCOMM DUSCOMM-DC 48908-P61

HERMAN CREEK BRIDGE SECTION
PROJECT NO. BRS-B436(1)

NOTE: 1) Th
2) Pro
Dec

Existing Facility: Herman Cr. Br. (Br. No. 159); RCDG; L 100'; HC 20'.

Adjacent Sections: 22-foot bit. Surf. travelway with 2-ft. shoulders.

Project Data: Construct, on existing alignment, a prestressed concrete deck girder bridge (Br. No. 159A) 85 ft. long with a horizontal clearance of 30 ft., remove existing structure, grade and pave necessary approach roadways, install required guardrail and perform incidental work common to this type of project. Adjust utilities as required. Provide railroad protective service as necessary.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on June 15, 1978.

FHPM 4-1-4 Requirements:
a) State Clearinghouse -- A-95 review exempt under working agreement.
b) Dist. 9 Clearinghouse -- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary, as the work involved is such that it will not adversely affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

Accommodation of Utilities: A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-County agreement is being prepared to comply with Section 116, Title 23 U.S.C.

DG; L 100'; HC 20'.

h 2-ft. shoulders.

prestressed concrete deck
izontal clearance of
necessary approach road-
ental work common to this
ovide railroad protective

ents, Historical and

in by FHWA on

working agreement.
that this is a quasi-
or representative of
have a signed working
pinion that A-95
is such that it will
work involved acti-
s, as the project
r traffic flow patterns
nning completed or

tion Plan.
ent of this project.

ment is being prepared

repared to comply

NOTE: 1) This project is in Congressional District No. 2.
2) Project added to the 6 yr. HIP by Commission action on December 19, 1978.

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

9014

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BR 5-B436(1)
Project Name HERMAN CR. Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hood River, Oregon, this 11 day of Dec, 1978

sent 12-22-78 HR

C.C. D.E. Swan
C.T. Keasey
Roger Trygstad

County of Hood River

Elmer Murray
County Judge/Chairman

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 12-19-78

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8868

8

December 7, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Bridge Replacement Project Request

On the Consent Calendar for the December 19 meeting will be one request for approval of a Bridge Replacement Project.

A $109,560 project to replace the structure over Herman Creek on Forest Lane is the request from Hood River County.

Federal Bridge Replacement Funds for this project are estimated at $87,650 with the Local Government providing approximately $21,910 in match funds.

This project has been investigated and is eligible for funding under the Federal Bridge Replacement Program. I recommend your approval and request authorization to sign the necessary project agreements for and on your behalf.

Attachment

bc: R. A. Burco V. E. Skoog
F. B. Klaboe J. H. Versteeg
C. W. Head E. L. Hardt
E. S. Hunter George Bell
R. N. Bothman Frank Lowe
G. W. Wimer

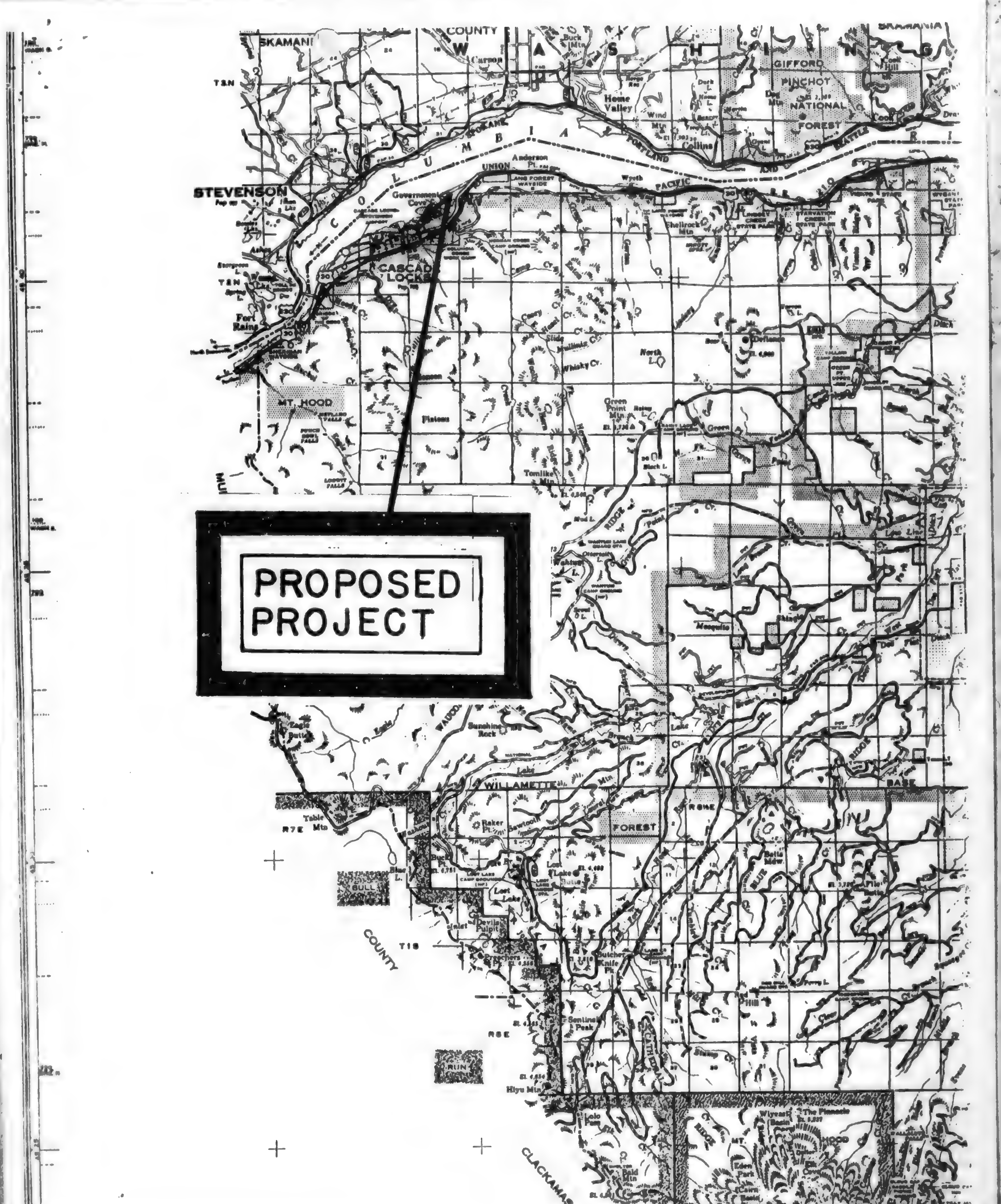
HOOD RIVER COUNTY
Proposed Bridge Replacement Project

Herman Creek Bridge-159A
Forest Lane Road
Construct Structure
$109,560

This project consists of replacing the structure over Herman Creek on Forest Lane Road.

State will provide Specifications and perform the construction engineering for the project.

7B-A
12/7/78


SKAMANIA
COUNTY
WASHINGTON
Carson
Home Valley
Wind Mtn
Collins
GIFFORD PINCHOT NATIONAL FOREST
COLUMBIA
STEVENSON
Government Cove
Anderson Pt.
UNION
PACIFIC
SPOKANE
PORTLAND
CASCADE LOCKS
Shellrock Mtn
Wyeth
T3N
Fort Rains
MT. HOOD
Pistons
Green Point Mtn
Tomlike Mtn
North L.
Mullinix Cr.
Whisky Cr.
Wahtum L.
Mosquito
Eagle Butte
Sunshine Rock
WILLAMETTE
BASE
FOREST
R7E
R8E
Table Mtn
Baker Pt.
BULL
Blue L.
Lost Lake
Devils Pulpit
Preachers
Butcher Knife
T1S
COUNTY
Sentinel Peak
RUN
Hiyu Mtn
Lolo Pass
MT. HOOD
Wyeast Basin
The Pinnacle
Eden Park
Cairn Basin
Bald Mtn
CLACKAMAS
RESERVE
T2S

PROPOSED PROJECT

Date 12-5-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Herman Cr Br File No.

Received (call) (~~visit~~) from Jon Rose

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

He got to Tony Klein in time for last nights Board action. They authorized Chairman to sign agreement when it arrives. Board minutes reflect this action. Eliminates need for expedited handling of agreement unless delays occur enroute. Says present estimate $109,600 or $21,920 local funds

Signature H Nimier

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE EAE CCE OM Other

M

8868

TO Jerry

DATE 12-4-78 TIME 4:00pm

WHILE YOU WERE OUT

Mr. Hart CALLED

OF

PHONE

TELEPHONED	☒	IN PERSON TO SEE YOU	☐
PLEASE CALL	☐	WANTS TO SEE YOU	☐
WILL CALL AGAIN	☐	RETURNED YOUR CALL.	☐

MESSAGE Mr. Hunter has OK'd Herman Creek Bridge in Hood River County as special Bridge Money

TAKEN BY Pf

FORM 81-129-1619

Sent 12-4-78

cc Walt Hart
D.E. Swan
Jack Sullivan
Bob Prange Pf
Marriot Holmes ✓
Jon Rose

Note – ES Hunter says take to Dec 19 Comm Meet but try for Jan 25, 1979 bid opening. Prange expediting letter to Comm. Holmes needs to expedit, starting now, the agreement. Rose checking with Co for their convenience in signing agreement. Sullivan proceeding with finalizing plans and specs. Swan indicated he can and will proceed to program with FHWa before Comm action S Hunter

12-1-78

Herman Cr Br

1) Need Walt Harts recommendation

2) Need Hunters approval to obtain OTC approval
Need Request to Comm written for expedited(?) or regular(?)

3) Need Agreement

4) May need letter request from Co

5) Program w/ FHWA

Being Done –	Is Herman Cr. Br. on an approved lists?
Hart & Hunter will know 12/4	If not will it be put on? By whom?
Will be done	Does Buz have to put it on the 6 yr. program?
Yes	Prepare write up for Commission Approval?
We have one in effect	Do we need project application for S.B.R.? (We did for "A" Canal in K. Falls)
?	Do we modify Assessment?
Yes	Need Agreement

8868

PROJECT MANAGEMENT OFFICE MEMO

Date 11-30-78

Subject Herman Cr Br File No.

Received (call) (~~visit~~) from Jack Sullivan

Address

Made (call) (visit) to Phone 6385

Reason for contact and general discussion:

1) Says needs word in next two weeks to make January bid opening. Told him assessment needed before request to FHWA possible. Not likely in that time. Check w/us again at last minute. May need to move project back again then. ← FHWA approved 6-15-78 as 3RM

2) Subsequently J. Rose says Co submitted assess 5-11-78 & Feds have approved. Sent Tindall a Fish & Wildlife letter Jan-March & July-Aug for streamwork. Trout may or may not apply for 50CY Landboard permit

Signature

File ( ) ( ) ( ) ( ) ( ) (X) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8868

PROJECT MANAGEMENT OFFICE MEMO

Date 10-17-78

Subject 1979 SBR Projects → Herman Creek in particular File No.

Received (call) (visit) from

Address

Made (call) (v~~isit~~) to Walt Hart Phone

Reason for contact and general discussion:

To early to either say "Yes" or "No" but he believes a "fair share" needs to go to Counties. He will call for our Local Gov input when he develops list. Agrees w/our proposal to shift Herman Cr to Dec letting. Orange please advise County through Jon Rose in case they want otherwise.

Informed Jon Rose 10/17/78 RHP

Signature H Wemer

✓ MBp

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Section HERMAN CR BRIDGE
Programming Estimate $ 78-69
14-8206

Highway Forest Lane Rd
Project Length

County Hood River
Completion Time 120 Cal. Days

Kind of Work Structure

Prefix 14 - 8206 - 901
FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 101,380 — Alt I
95,161 — Alt II

Anticipated Additional Items:
Royalty Payment
Building Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Install Water Meter
Furnish Water
Laboratory Fees
On the Job Trainees
State Responsibility for Damages
Signal Controller Testing
Bikeway Signs
Furnish Mail Box Posts
Adjust Utilities
Misc. Permit Fees
$

MA PDM PDE TSE SPC
SEP 14 1978
AM PPS FIA

$ ~~101,380~~ 00
101,980

Contingencies (4-1/2%) 4562 10
Engineering (9 %) 9124 20
~~SUBTOTAL~~ $
~~Credit for~~
Estimated Net Authorization, Construction $ 115,666 30 —

Alternate A

95,161 —
4282 25
9516 10
~~108,959 35~~
109,559 35

Alternate B

APPROVED

Road Design Engineer

10/17/78
$600 added to Traffic Protection

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section Herman Cr Bridge

County

Kind Of Work

Length

Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE "B"					
	Mobilization	8%	All	All		7500
	Temporary Protection and Direction of Traffic		All	All		1350 ~~1750~~
	Temporary Signs		Sq Ft	102	6 -	612
	Temporary Continuous Rail Traffic Barriers Reflectorized		Lin Ft	100	7 -	700
	Flagmen		Hr	20	18^{50}	370
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	50	12	600
	Special Wall Backfill		Cu Yd	25	5	125
	Furnish HP 12×53 Steel Piling		Lin Ft	530	11	5830
	Drive Steel Piles		Each	10	500	5000
	Splice Steel Piles		Each	2	100	200
	Structural Concrete, Class 3300 (45 cy @ $190)		All	All		8,550
	Structural Concrete, Class 4500 (65 cy @ $220)		All	All		14,300
	85'/90' Type IV Prestressed Beams		Each	4	5850	23,400
	Reinforcement (24,600 lbs @ 0^{35})		All	All		8,610
	Reinforced Concrete Bridge End Panels		Sq Yd	133	43	5,719
	Three Tube Metal Railing		Lin Ft	217	42	9,114
						~~102,380~~
						101980

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date
Section Herman Cr Bridge
County
Kind Of Work
Length
Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE B					
	Mobilization		All	All		7000
	Temporary Protection and Direction of Traffic		All	All		750
	Temporary Signs		Sq Ft	102 ~~[illegible]~~	6	612
	Temporary Continuous Rail Traffic Barriers Reflectorized		Lin Ft	100	7	700
	Flagmen		Hr	20	18^{50}	370
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	50 ~~55~~	12	600
	Special Wall Backfill		Cu Yd	25	5	125
	Furnish HP 12×53 Steel Piling		Lin Ft	530	11	5830
	Drive Steel Piles		Each	10	500	5000
	Splice Steel Piles		Each	2	100	200
	Structural Concrete, Class 5300 (45 cy @ $190)		All	All		8550
	Structural Concrete, Class 4500 (65 cy @ $220)		All	All		14300
	95'/90' Type IV Prestressed Beams		Each	4	5850	23400
	Reinforcement (24,000 lbs @ .35)		All	All		8610
	~~Reinforced Concrete Bridge End Panels~~		~~Sq Yd~~	~~133~~		
17	Three Tube Metal Railing		Lin Ft	217	42	9114
						95,161^{00}

[illegible]

PROJECT MANAGEMENT OFFICE MEMO

Date 10-2-78

Subject Herman Creek Bridge (Hood River County) File No. ________

Received (call) (visit) from ________

Address Penhollow Satry (LaVelle) — Bd of Comm (Ad Asst. Ron Kerby)

Made (call) (visit) to AOC & Hood River County Phone AOC - 585-8351 HR - 386-3970

Reason for contact and general discussion: Hood River County's request for advance FASC funds rejected by Bd of Dir of AOC on 9-22. Penhollow called Kerby on 9-26. Letter being drafted expressing AOC position of rejection. Called Kerby 11^{20} am today (10-2) & he said wait until next week (after Congress acts), as to what action the Hood River Co. Bd of Comm's desires. The two major options is await SBRP (if available), or construct with county dollars (100% local) with State design, let & award with county concurrence, & perform construction engineering with agreement to stipulate all facets.

cc: Hart - Verstaeg
Bothman - Hunter

Signature Don Harw

File ( ) ( ) (✓) ( ) ( ) (✓) ( ) (✓) Prange, Reynoldson, Holmes
Circulate: PME LGE OPE FAE CCE OM Other

88GX

PROJECT MANAGEMENT OFFICE MEMO

Date 9-25-78

Subject Herman Creek (Hood River County) File No.

Received [✓ (call)] ~~(visit)~~ from Art Brunnit

Address Specs @ Design

Made (call) (visit) to

Phone 6292

Reason for contact and general discussion:

Brunnit has plans-specs set up for State to let-award-do construction engineering for a County project (sole expense), when things change he should be advised as to whether it will be a ① County ② FASC ③ SBRP ④ Or what?

Harwell- Check w/Penhollow re AOC Board Action

9/26/78 Bd Action denied per FASC Fund Penhollow will follow up to County on denial D.H.

Signature Don Har

File ( ) ( ) (✓) ( ) ( ) DH ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8866

PROJECT MANAGEMENT OFFICE MEMO

Date 9-22-78

Subject SBR Funds For Herman Creek File No. ________

Received (call) (visit) from ________

Address ________

Made (call) (~~visit~~) to Bill Penhollow Phone ________

Reason for contact and general discussion:

Checked that Bill had FAS-C status reports. He did. Told him of Applegate increase. Also no 1978 FAS-C projects except 1) Those losing funds in 1978 2) Cost increases & 3) Early PE. He indicated per NACCO the House approving 1.5 Billion SBR (10 fold over present) & Senate 525 million (3 fold over present)

Signature G Wimer

File ( ) [✓ PME] (W) LGE ( ) OPE (G) FAE (H) CCE ( ) OM ( ) Other Prange (D) Reynoldson
Circulate: PME LGE OPE FAE CCE OM Other

7761

PROJECT MANAGEMENT OFFICE MEMO

Date 9-21-78

Subject Herman Cr Br File No.

Received (call) (v~~isit~~) from Bill Penhollow

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Has visited w/ Tony Klein & Jerry Boutsen re Hood River County's proposal to utilize FAS-C funds. Promised an obligation projection graph and updated status sheet. He called NACCO and determined House votes today & are hopefull of a Bill by Oct 7. Recommends 1) application be routed through usual channels 2) lacking that Contingent FA Act by Oct 7 or 3) Deny. Reynoldson took promised data including updated early PE list. Thinks emphasis now SBR

Signature A Nimet

File ( )
Circulate: [✓ PME] [✓ LGE] ( ) OPE ( ) FAE [✓ GOE] ( ) OM ( ) Other Prange Ⓣ Reynoldson

Section HERMAN CR BRIDGE Programming Estimate $

Highway Forest Lane Rd Project Length

County Hood River Completion Time 120 Cal. Days

Kind of Work Structure

Prefix 14 - 8206 - 991 FA Project No. —

STRUCTION AUTHORIZATION

ract Amount $ 101,380 Alt

95,161 Alt

ROUTING SLIP Date: 9/12/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan Region Number m]
District Number

ATTENTION: Jon Rose

FROM: Project Mngt.

COMMENTS: This is a second estimate for the county's info. The Alternate "B" has the approach slab removed.

Form 731-0022 (1/78) SP*70504-734

$

$ 101,380.00

Contingencies (4-1/2%) 4562.10

Engineering (9 %) 9124.20

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 115,066.30 Alt

Alternate A

APPROVED

Road Design Engineer

95,161

4282.25

9516.10

108,959.35

Alternate B

Section HERMAN [illegible] Programming Estimate $

Highway Forest Lane Rd Project Length

County Hood River Completion Time 120 Cal. Days

Kind of Work Structure

Prefix 14-8206-921 FA Project No. —

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 101,380 — Alt. A
95,161 Alt. B

Anticipated Additional Items:	
Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$

	$ 101,380.00
Contingencies (4-1/2%)	4562.10
Engineering (9 %)	9124.20
~~SUBTOTAL~~	$
~~Credit for~~	
Estimated Net Authorization, Construction	$ 115,066.30

Alternate A

95,161 —
4282.25
9516.10
108,959.35

Alternate B

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
S MARY--BID SCHEDULE--[✓ COST ESTIMA]

Sheet 1 of 2
Date
Section Herman Cr Bridge
County
Kind Of Work
Length
Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE "A"	8%				
	Mobilization		All	All		7500
	Temporary Protection and Direction of Traffic		All	All		1750
	Temporary Signs		Sq Ft	102	6-	612
	Temporary Continuous Rail Traffic Barriers Reflectorized		Lin Ft	100	7-	700
	Flagmen		Hr	20	18.50	370
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	50	12	600
	Special Wall Backfill		Cu Yd	25	5	125
	Furnish HP 12×53 Steel Piling		Lin Ft	530	11	5830
	Drive Steel Piles		Each	10	500	5000
	Splice Steel Piles		Each	2	100	200
	Structural Concrete, Class 5300 (45 cy @ $190)		All	All		8,550
	Structural Concrete, Class 4500 (65 cy @ $220)		All	All		14,300
	85'/90' Type IV Prestressed Beams		Each	4	5850	23,400
	Reinforcement (24,600 lbs @ 0.35)		All	All		8,610
	Reinforced Concrete Bridge End Panels		Sq Yd	133	43	5,719
	Three Tube Metal Railing		Lin Ft	217	42	9,114
						101,380

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date
Section Herman Cr Bridge
County
Kind Of Work
Length
Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE B					
	Mobilization		All	All		7000
	Temporary Protection and Direction of Traffic		All	All		750
	Temporary Signs		Sq Ft	102 ~~120~~	6	612
	Temporary Continuous Rail Traffic Barriers Reflectorized		Lin Ft	100	7	700
	Flagmen		Hr	20	18^{50}	370
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	50 ~~50~~	12	600
	Special Wall Backfill		Cu Yd	25	5	125
	Furnish HP 12×53 Steel Piling		Lin Ft	530	11	5830
	Drive Steel Piles		Each	10	500	5000
	Splice Steel Piles		Each	2	100	200
	Structural Concrete, Class 5300 (45 cy @ 190)		All	All		8550
	Structural Concrete, Class 4500 (65 cy @ 220)		All	All		14300
	85'/70' Type IV Prestressed Beams		Each	4	5850	23400
	Reinforcement (24,000 lb @ 0.35)		All	All		8610
	~~Reinforced Concrete Bridge End Panels~~		~~Sq Yd~~	~~133~~		
17	Three Tube Metal Railing		Lin Ft	217	42	9114
						95161^{09}

Section 88 HERMEY C. BRIDGE Programming Estimate $

Highway Forest Lane Rd Project Length

County Hood River Completion Time 120 Cal. Days

Kind of Work Structure

Prefix 14-8206-921 FA Project No. —

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 101,380

Anticipated Additional Items: $

ROUTING SLIP Date: 9/12/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number M
District Number

ATTENTION:
Jon Rose

FROM:
Project Mngt.

COMMENTS:
Please inform the County and let us know if any different than you told me on the phone.

Form 731-0022 (1/78) SP*70804-734

	$ 101,380.00
	4562.10
Engineering (9 %)	9124.20
~~SUBTOTAL~~	$
~~Credit for~~	
Estimated Net Authorization, Construction	$ 115,066.30

APPROVED

Road Design Engineer

Section HERMAN Cr. BRIDGE

Programming Estimate $

Highway Forest Lane Rd

Project Length

County Hood River

Completion Time 120 Cal. Days

Kind of Work Structure

Prefix 14-8206-921

FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 101,380

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$

	\$ $101{,}380^{00}$
Contingencies (4-1/2%)	4562^{10}
Engineering (19 %)	9124^{20}
~~SUBTOTAL~~	\$
~~Credit for~~	
Estimated Net Authorization, Construction	\$ $115{,}066^{30}$

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

S ARY--BID SCHEDULE--COST ESTIMA

Sheet 1 of 1

Date

Section Herman Cr Bridge

County

Kind Of Work

Length

Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	8%	All	All		7500
	Temporary Protection and Direction of Traffic		L	All		750
	Temporary Signs		Sq Ft	102	6–	612
	Temporary Continuous Rail Traffic Barriers Reflectorized		Lin Ft	100	7–	700
	Flagmen		Hr	20	18.50	370
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	50	12	600
	Special Wall Backfill		Cu Yd	25	5	125
	Furnish HP 12×53 Steel Piling		Lin Ft	530	11	5830
	Drive Steel Piles		Each	10	500	5000
	Splice Steel Piles		Each	2	100	200
	Structural Concrete, Class 3300 (45 cy @ $190)		All	All		8,550
	Structural Concrete, Class 4500 (65 cy @ $220)		All	All		14,300
	85'/90' Type IV Prestressed Beam		Each	4	5850	23,400
	Bar Reinforcement (24,600 lb @ 0.35)		All	All		8,610
	Reinforced [illegible] Protection [illegible]		Sq Yd	133	43	5,719
	Three Tube Metal Railing		Lin Ft	217	42	9,114

8868

PROJECT MANAGEMENT OFFICE MEMO

Date 9-12-78

Subject Herman Creek Bridge (Hood Riv. Co.) File No.

Received [✓ call] ~~(visit)~~ from Jan Rose

Address Metro Reg FA Engr.

Made (call) (visit) to Phone 238-8250

Reason for contact and general discussion:

Tony Klein (PWD) Hood River County called Jan & related Bd of Comm (Hood Riv) requested bid letting be delayed until November due to Fish Comm requirement that no disturbance occur intermittently between Oct-Feb. - letter forthcoming from County.

This also gives the AOC time to consider FASC advancement of funds. It is possible that Jerry Rowtson (Co. Comm) will make a presentation at the Bd of Dir. meeting Sept. 22.

Prange - Send Co. expense agreement to Jan Rose In case Co. elects to do finance. I think not

Bithorrn (Rose)

Signature

cc Walt Hart
Hal Zerstoeg
D.E. Swan
} Info

File ( ) ( ) (X) ( ) ( ) (H) ( ) (○) Prange See note
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 9-11-78

Subject Herman Cr Br (Hood River Co) File No.

Received (call) (~~visit~~) from John Wood

Address Maint Sect. Br. Engr

Made (~~call~~) (visit) to E. S. Hunter & Jack Sollis Phone

Reason for contact and general discussion:

John Wood: Priority 16 Sufficiency 15.4 New sufficiency wouldn't lower

Structure needs replacement badly

Jack Sollis: Don't need advance deposit for Engr

Surprised re $1,000 billing for specs, cont, etc

E. S. Hunter: Agrees w/agreement as written

Should get it to County so they can make determination

Jack Sullivan: State needs signed agreement by noon

Oct 4 for Oct letting w/3 week ad. A 2 week

ad changes date to

noon Oct 11

Signature I Wimer

File ( ) ( ) ( ) ( ) ( ) (X) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 9-11-78

Subject Herman Creek Structure (Hood River County) File No. —

Received [✓ (call)] ~~(visit)~~ from Jon Rose

Address Metro

Made (call) (visit) to —

Phone 238-8250

Reason for contact and general discussion: Hood River County is very desirous of constructing said structure during the 1978-79 season with a bid letting of October. The existing structure built in 1919 is currently on a SBRP listing as #16 with a sufficiency rating of less than 50. The County Pub. Wks Dir. (Tony Klein) has indicated he will discuss the matter of financing with the Bd of Comm. (9-11-78) & let us know whether or not to send agree. or meet to discuss with Comm's. The Ore. St. Fish Comm. says fish are currently migrating & construction must be held back until later. Jon Rose will call & get details. The County has a request to AOC for advancement & FASC funds.

Signature Don H

File ( ) ( ) ( ) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 9-11-78

Subject 170th & Farmington Supplemental Agreement File No. ____

Received (call) (~~visit~~) from Jon Rose & John Crockett

Address ____

Made (call) (visit) to ____ Phone ____

Reason for contact and general discussion:

Commission meets weekly on Tuesdays. Cannot bring to Sept 12 meeting except as ROA item which Crockett prefers not doing. Sees no problem at Sept 19 meeting. Signed agreement would routinely go to Rose late Sept 21. He'll send Jon copy Comm action early Sept 20. We should be able to pass word to Design by Sept 21 or 22.

Signature G Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (✓) Prange
Circulate: PME LGE OPE FAE CCE OM Other

8868

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO
DEPT.

238-8230
TELEPHONE

DATE: September 7, 1978

TO: BENNY VAUGHAN
Accounting Control Supervisor

Earl C. Mershon

FROM: EARL C. MERSHON
Staff Asst. for Technical Services

SUBJECT: Order to Render Service
Herman Creek Bridge
Hood River County
Planning File 78-64

Attached is the original copy of the Order to Render Service for this project. This order covers preparation of plans, specifications, advertising, and receiving bids. You assigned prefix 14-8206 for this work.

Because of the need to receive bids in October, we are submitting this order before receipt of the advance deposit. We will forward the advance deposit when received shortly.

lh

attachment

cc: D. E. Swan w/attachment
J. R. Rose w/attachment
W.J. Hart w/attachment

PROJECT MANAGEMENT
☑ CCE ☐ OM ☐
LCE IAE ☐ OPE ☐
SEP 8 1978
File: PM FA
LG OP

81-125-1307

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Hood River County

918 18th Street, Hood River, OR 97031

By: Elmer Murray, Chairman

Board of Commissioners
(Official Capacity)

Order No. 1

Date 9-5-78

Prefix and account number to which work is to be charged 14-8206

Description and Location of Work To Be Performed or Materials To Be Furnished: Prepare plans and specifications for contracting a project to replace the Herman Creek Bridge on Forest Lane in Hood River County. Advertise the project for bids and receive bids.

Estimate of Quantities and Cost

$1,000

Basis of Payment:
☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $ 1,000

Deposit received by Secretary on

Authority from Requisitionist:
☐ Agreement dated
☒ Letter to W.J. Hart, date 8-24-78
☐ Oral request to , date

Department Authority:
☐ Order of State Highway Engineer
☒ Head of branch or section issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials October, 1978

Superintendent or engineer responsible for performance of work and submission of information for billing W.J. Hart, Structural Design Engineer

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

Order prepared by Metro Branch Section

Signed
MAX J. KLOTZ
Metro Technical Services Engineer

78-64

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 5, 1978

Telephone 238-8250

TONY KLEIN
Director of Public Works
Hood River County
918 18th Street
Hood River, OR 97031

Subject: Advance Deposit
Preparation for Contract Bidding
Herman Creek Bridge
Hood River County
78-64

Tony:

In your recent letter, you advised that the County wished the State to prepare plans and specifications for contracting a project to replace the Herman Creek Bridge on Forest Lane. That work is estimated to cost $1,000 and the County's advance deposit in that amount will allow us to establish an account so that the work may be accomplished. Please make the County check payable to the Oregon State Highway Division and return it to my attention at this office.

Please call if there are any questions.

Jon Rose

JON ROSE
Federal Aid Engineer

JR/ldo

cc: Bob Ellison
Max Klotz
Region 1

MA PDM PDE TSE SPC
ODOT - METRO
SEP 5 1978
AM PPS FILE T/A

Form 734-3122

8868

STATE OF OREGO

INTEROF E MEMO

TO: Gerald Wimer, Manager
Local Government Section

DATE: August 23, 1978

SUBJECT:
Herman Creek Br. 159A
Forest Lane Road
Hood River County
Construction Engineering Agree.

R. W. Ellison

FROM: R. W. Ellison
Assistant Structural
Design Engineer

Attached is a letter from Hood River County asking that Construction Engineering for the subject project be done by the State. Please have the necessary agreement made to accomplish this work.

We are designing the bridge at no cost to the county as provided for by Oregon law. The county originally planned to build the structure with all county money, but is now looking into the remote possibility of finding some type of federal aid.

The estimated cost of the structure is $127,000. This includes 20% for engineering contingencies.

The current schedule is to receive bids in October. The State is to print plans and specs, advertise, receive bids and refer them to the County for award.

RWE:df

cc: Hood River County
John Rose
John Tindall
Jack Sullivan

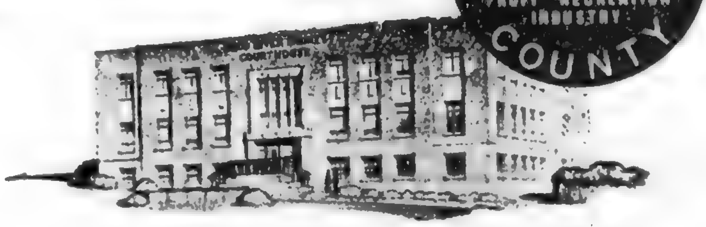
PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 24 1978
File: PM FA
LG OF
TAA Holmes

Appears like we would pay contractors monthly estimates in which case we would need a full advance deposit. Check this out before writing agreement

ANTHONY C. (TONY) KLEIN
DIRECTOR

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER OREGON 97031

PHONE: 386-2616



August 2, 1978

Highway Division
Ore State Dept of Transportation
Transportation Building
Salem, Ore 97310

Attn: Walter J. Hart, Structural Design Engineer

Subject: Herman Creek Bridge, Bridge #159A, Forest Lane
Hood River County, Bridge #07403

Gentlemen:

Our staff has reviewed the preliminary plans transmitted to Hood River County under your cover letter dated July 28, 1978, on the subject bridge. This letter is our official approval of the plans as submitted.

We would like to make sure that the existing bridge is removed with the least possible disturbance to the existing embankments. We would suggest that you consider leaving the existing underground portion of the columns supporting the center span in place and remove only so much of the end span columns as required to avoid future differential settlement of the end panel subgrade.

It appears from the cost estimate included in the letter that our budget will be tighter than we anticipated for the necessary approach reconstruction we have planned. In light of this we would consider the reinforced concrete end panels, particularly the west end panel, as optional items to be included as alternates in the bid package.

We would also like an estimate of the State's cost to perform the construction engineering together with the necessary agreements required between the County and the State. We would anticipate the scope of the State's responsibilities to be similar to those agreed upon for our Neal Creek Bridge on Dethman Ridge Drive.

RECEIVED
AUG 23 1978
BRIDGE SECTION

By Hood River County Board of Commissioners

James Walker
James Walker

Elmer W Murray
Elmer Murray, Chairman

D A Clark
Donald Clark

Jerry Routson
Jerry Routson

James K. Crews
James Crews

NOTED
R. W. ELLISON

CC: Jon Rose

12

8868

8

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. R. N. Bothman
Administrator
Metropolitan Branch
Attn. Mr. Jon Rose
Metro Feleral Aid Engineer

DATE: August 21, 1978

SUBJECT:
Herman Creek Bridge
Herman Creek Bridge Section
Forest Lane Highway
Hood River County
Bridge 159A

NOTED
E. S. HUNTE

FROM:

John M. Tindall
Supervising Structural Design Engineer

Please refer to our letter of August 17, 1978. That letter contains an error in the third line of the second paragraph. That sentence should read -

> "They are now attempting to obtain federal funds."

Please correct your copy accordingly.

cc Anthony C. Klein, Hood River County
H. A. Schell
Specs Unit
Construction
Utility Unit
Engineering
E. L. Hardt
County-City
D. H. Moehring
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
AUG 21 '78
REFER TO
FOR
Info | Inves | R/D | U/R | Sign | Act

STATE OF ORE N

INTER ICE MEMO

TO: R. N. Bothman
Metro Engineer

DATE: August 17, 1978

ATTENTION: Jon Rose
Metro Federal Aid Engineer

SUBJECT: Herman Creek Bridge
Herman Creek Bridge Section
Forest Lane Highway
Hood River County
Bridge No. 159A

John M. Tindall

FROM: John M. Tindall
Supervising Design Engineer

Enclosed are two reduced prints of drawings 33723 thru 33726, which are the advanced detail plans for the subject structure. The grading and paving will be done by others (the county or under seperate contract).

It is planned to call for bids on this bridge on October 26, 1978. This project was originally planned to be financed completely by Hood River County. They are not attempting to obtain federal funds. The estimated cost, including an allowance for engineering and contingencies, is $127,000.

The county has informally asked the state to do the construction engineering. These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by September 1, 1978.

JMT:df
Enclosures

cc: Anthony C. Klein, Hood River County /w/ 2 encls.
H. A. Schell, FHWA /w/ 2 encls.
Specs Unit /w/ 1 encl. plus estimate sheet (unchecked) and designers' notes.
Construction /w/ 1 encl.
Utility Unit /w/ 1 encl.
Road Design /w/ 1 encl.
E. L. Hardt /w/ 2 encl.
✓County-City Unit
D. H. Moehring
E. S. Hunter

PROJECT MANAGEMENT
CCE
FAE X
AUG 17 1978
File: FM FA
TAA ____ LG OP

Rec'd $1,000 Advance deposit
for the design and award of
contract
9/25/78

81-125-1387

PROJECT MANAGEMENT OFFICE MEMO

Date 8-15-78

Subject Hood River Co FAS-C Program File No.

Received (call) (~~visit~~) from Bill Penhollow

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Says a request is coming from Jim Lyon to exceed the 5 year advancement. They have a bridge needing replacement (emergency ?) but they are #36 with 5½ year advancement already on priority list. I encouraged early PE but questioned other advancements considering FAS-C backlog. Promised to follow up through Reg FA Engr

Signature S Hunter

√ M Bp

File ( ) ( ) ( ) ( ) ( ) (✓) ( ) ( )
Circulate: PMF LGF OPF EAF [✓ OCE] OM Other

8-16-78

Jon Rose says Deathman Br over Neal Cr ate up present FAS-C funds. Newly needed structure is Forest Lane over Herman Cr east of Cascade Locks. Jon says design (free) has been completed. May need Neg Dec or at least an assessment. Told him not much hope for FAS-C funds but to:

1) Have Co apply to AOC
2) Apply to Bridge for SBR
3) Process FAS-C PE for anything not done in way of PE that can be done now

Herman Crk Br.

PROJECT MANAGEMENT OFFICE MEMO

Date 8-7-78

Subject Hood River FASC Advance File No. ____

Received (call) (visit) from Jon Rose - Metro

Address ____

Made (call) (visit) to ____ Phone 238-8250

Reason for contact and general discussion: Tony Klein - Pub. Wks. Dir asked of Jon - whats next for Hood River County to do for advancement of FASC Funds?* - Letter to AOC explaining need - desire - match - priority & request of them for action! Told Jon that Hood River Co. was not #1 on list by any means - they are currently #36 (last) - however the $ are in the fund for expenditure - This county is currently 6.4 I years in the red. Agreements are yet to be prepared!

Bothman - Hart

Penhollow

Signature Don H N #

File ( ) ( ) (N) ( ) ( ) (H) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

* I believe this is for Herman Crk. Br. which has been designed & ready for Oct. 18 letting - it cannot be ready for Fed funds by Oct. Don H.

7761

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 28, 1978

Mr. Anthony C. Klein
Director
Department of Public Works
Hood River County
918 18th St.
P. O. Box 457
Hood River, OR 97031

Herman Creek Bridge
Herman Creek Bridge Section
Forest Lane Highway
Hood River County
Bridge 159A

Enclosed are two reduced prints of drawings 33818 and 33423, 23653 and 23670, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $124,000.

Please review these drawings and return one print with your comments or the County's official approval indicated thereon. We will begin final design upon receipt of the County's approval.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Structural
Design Engineer

RWE:dh
Enclosure

cc Jon Rose /w/ encl. (33818 and 33423)
County-City
Engineering /w/ encl. (33818 and 33423)

PROJECT MANAGEMENT
CCE ☐
FAE ☐
JUL 28 1978
M
File: PM FA
LG OP
TAA

8868

18-64

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031

PHONE: 386-2616

June 28, 1978

Oregon State Dept of Transportation
Highway Division
Maintenance Section
9200 SE McLoughlin Blvd
Milwaukie, Ore 97222

Subject: Herman Creek Bridge #07403, Forest Lane, Hood River County

Attention: Henry Schmid

Gentlemen:

Enclosed are 2 copies of our locations of the two test holes which were drilled at the subject bridge site. They are located from the obsolete proposed reconstruction centerline and from the existing pavement centerline. The existing pavement centerline appears to approximate the centerline of the existing right-of-way.

If you have any questions or if we can be of further assistance please let me know.

Very truly yours,

James F. Lyon

James F. Lyon,
Engineer Tech III

JFL:bw

Enclosures

CC: Jon Rose

MA PDM PDE TSE SPC
ODOT - METRO
JUN 29 1978
AM PPS FILE T/A

Copy sent to Bridge Section
6/29/78
Jon

78-64

HOOD RIVER COUNTY

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031

PHONE: 386-2616

June 27, 1978

Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Ore 97213

Attention: Jon Rose

Subject: Herman Creek Bridge #07403, Forest Lane, FAS B436, Hood River County

Dear Jon:

We are enclosing 2 prints and a sepia of a proposed revision of the alignment and width of the Herman Creek Bridge reconstruction. The proposed bridge will have a 32 foot nominal deck width and a span of about 100 feet. The alignment proposed should avoid any right-of-way conflicts with either the railroad or the Fish and Game Commission. The approach alignment is proposed as an interim measure. At such time as traffic conditions warrant the alignment can be modified as indicated on the plan.

We would appreciate your distributing these plans to the proper section. If this is not sufficient information to proceed with the design process please let us know as soon as possible.

Very truly yours,

Anthony C. Klein,
Director of Public Works
By James F. Lyon,
Engineer Tech III

ACK:JFL:bw

Enclosures

Forwarded to Bridge
6/30/78
Jon Rose

WA PUM PDE TSE SPC
ODOT · METRO
JUN 29 1978
AM PPS [✓ FILE] R/A

STATE OF OREGON

8868

DATE: May 23, 1978

TO: Max Klotz
Metro Technical Services Engineer

FROM: G.W. Wimer G.W. Wimer
Local Government Manager

SUBJECT: Herman Creek Bridge
Forest Lane Highway, FAS B436
Hood River County

File

We have received your Project Request and Program Packet for Hood River County's proposed FAS-C project. We will have to hold it for quite some time until the County has enough FAS funds to finance the project.

The $555,000 price tag on the Neal Creek Bridge has put Hood River County 5.5 years in the hole on their FAS funds. This gives them a priority rating of number 36. So it could be 5 to 6 years before the County is in line for another FAS-C project.

MA ~~PDT~~ PDE TSE SPC
ODOT - METRO
JUN 6 1978
AM PPS Ebg [✓ FILE] T/A

GW:cw
cc: Jon Rose
Walt Hart
Gary Potter

cc [redacted]

Please advise County

K

A.

6/22/78 County now plans to build bridge without any federal or State money. We will do nothing but a free bridge design

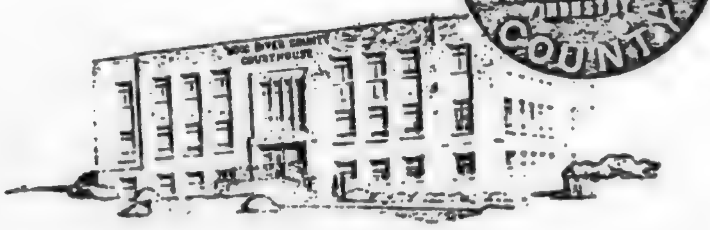
Jon

A.

81-125-1387

8868

78-64



HOOD RIVER COUNTY

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031

PHONE: 386-2616

June ~~5~~ 15, 1978

Barton C. Bonney
Highway Division
P.O. Box 02157
Portland, Ore 97202

Subject: Herman Creek Bridge, Bridge #7403, Forest Lane, FAS-C B436, Hood River County, Oregon

Dear Bart:

As you are aware, the structural condition of the subject bridge is poor. We are initiating steps to replace the bridge since it has definitely outlived its usefulness.

We would like to formally request that the subject bridge be placed on your list for highest priority for replacement (sufficiently rating).

Very truly yours,

J

James F. Lyon,
Engineering Tech III

JFL:bw

CC: Jon Rose

6/15/78
Talked to Bart.
He says everything has been
taken care of.
Jon

MA PDM PDE TSE SPC
ODOT - METRO
JUN 6 1978
AM PPS ebg FILE T/A

9868

RS-B436 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 22, 1978

Section Herman Creek Bridge

Unit (if appl) N/A

County Hood River

City N/A

Highway FAS B436 Forest Lane

State Hwy. No. N/A

Termini: M.P.(if appl) 0.72 to 0.88

Length 805'

Region I District 2C

Construction Estimate $186,000
Program Amount

B. Purpose of Project:

Replace badly deteriorated existing bridge which has recently had 10 ton load restriction placed on it.

C. Origin & History of Project:

In 1977 considerable structural distress was noted on existing bridge built in 1917. The proximate cause is assumed to be heavy construction traffic experienced during I-80N repaving project. Analysis indicated that a 10 ton load limit should be posted on existing bridge. This has precluded its use by school busses, fire trucks and commercial haulers.

D. General Description of Project:

Replace existing substandard bridge with new bridge to conform to AASHTO standards for width and load carrying capacity. Approximately 730 feet of approach realignment will be required to provide adequate roadway while avoiding conflict with the existing railroad to the north.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. Vary ; Parking Emergency
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 at 6' Parking Emergency

Traffic: Existing Facility: Existing ADT 427 ; Projected ADT 750 ; Yr. 1990
Existing Level of Service ADT 250-400 "A-B"

Proposed Facility: Projected ADT 1500 ; Yr. 2000
Projected Level of Service ADT 750-1500 "A-B"

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

1 parcel owned by Hood River County

Acres 0.1 ; Type of Relocation Req. None ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

No outside source for fill, excavation from bank on west would be used to make fill on east. Riprap source river gravel in wire containers (gabions).

Type of Structure(s):

Reinforced concrete single span bridge

Brief Description of River or Stream and Type of Involvement, if any:

Herman Creek: drainage area 20 square miles at bridge; flows (calculated, no measurements) 2000 CFS (50 year OSHD tables, Hydman page 3-26); seasonal Salmonid population 30 to 40 Chinook, some Steelhead. Involvement will be about 300 feet of bank protection which will encroach on existing stream bed.

Local City, County or COG priorities of project:

Copy of letter from City of Cascade Locks attached. No. 2 contract priority for bridges and roads on county system.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1. Do nothing, 10 ton load limit, substandard width to remain, 4 mile detour for trucks, busses, and fire trucks.
2. Replace structure to increase load limit, substandard width to be continued.
3. Rehabilitate existing structure, temporary load limit increase, substandard width to remain.
4. Install large culvert, increase maintenance, increase disruption to stream.

Other Descriptive Information or Comments:

The stream falls 2700 feet to the bridge over a horizontal distance of 1¼ miles from its origin. It would not be expected to support much of a resident fish population due to frequent torrential flushing.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

Project is located about 0.8 miles east of city limits of city of Cascade Locks.

1. Natural:

Project is located within the Columbia River Gorge and crosses Herman Creek, a small tributary to the Columbia River. Herman Creek has a small seasonal population of spawning Salmonid, primarily Chinook (40 to 50) and a few steelhead. The creek originates at the crest of the Gorge and is subject to torrential flooding in the steeper portions of its bed. Low land flooding occurs in the vicinity of the project. The project is located on a shelf of quaternary older alluvium which starts south of I-80N and runs to the river. The area receives upwards of 60 inches of precipitation annually with the majority falling as rain at the project site. As all but the projected cut at the west end is on fill or has an existing cut there is little natural area which can be disturbed by the proposed project.

2. Cultural:

The project is located within the geographical and social area of Cascade Locks and the population has varied from a low of 400 to a high of over 2000 during the construction of Bonneville Dam in the 1930's. The city presently has a population of 780 and the geographical area has a population of 950. Recent and proposed major construction at Bonneville Dam will probably increase this population significantly over the next 5 years. The primary industry of Cascade Locks is tourism. The Port of Cascade Locks is promoting light manufacturing on its land adjacent to the project site. Primary access is by Highway I-80N. Rail service is available and the river provides some access. The prevailing tourist attractions are the Old Locks and the Bridge of the Gods Legend. The port is attempting to implement additional attractions through the proposed sternwheeler sight-seeing boat and a tramway to the rim of the gorge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Westside: Temporary loss of existing scrub growth on bank, existing slope renders land unuseable. Eastside: Temporary loss of present location of wandering stream bed. See Item 4, below.

2. Estimated Impact on Traffic Patterns:

Will facilitate truck traffic between Cascade Locks and industrial sites east of bridge which has been forced to make 4 mile detour since existing bridge was posted in September 1977.

Consequences--Air Quality, Noise, Safety, etc.:

Should reduce detrimental effects caused by lengthy detour now required.

3. Estimated Impact on Land Use:

Will make present land proposed for industrial park as attractive as it was prior to posting a restrictive load limit on existing bridge.

Consequences:

Faster development of existing sites.

4. Expected Impact on Natural Ecological Resources:

Temporary minor turbidity increase during filling operation.

Consequences: No long term consequences anticipated. The salmon pens immediately downstream--and connected to the creek--are in disrepair and apparently no longer used. As the channel along the proposed fill is in a braided, rocky wash the main course of the creek is probably subject to periodic shifts and there is little riparian plant life of consequence to be affected.

5. Expected Impact on Cultural and Scenic Resources: Cultural: May make economic base of Cascade Locks more attractive by improving access to industrial park. Scenic: No permanent impact expected; temporary localized disruption due to construction. Letters from Hood River County Historical Society and Cascade Locks Historical Museum attached. No archeological sites should exist because project area is in old cut or fill.

Consequences:

Scenic: None; cultural: may assist in improving economic viability of Cascade Locks area.

6. Preliminary Identification of Areas of Critical Concern:

Construction: Detouring traffic presently using bridge; avoiding disruption of stream bed during critical salmon activity period.

7. Potential for Controversial Issues:

Project would resolve the one local controversy: the load limit on the existing bridge.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Present air quality exceeds all standards. This project should reduce vehicle emissions by reducing travel distances for trucks, consistent with clean air implementation plans.

b. Noise Standards - Low ADT and absence of sensitive receptors indicate no noise problem from proposed project. Railroad bridge parallels road; A noise study report is required.

c. Water Quality Standards - No long term effect on water quality; consistent with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning - Will assist in utilizing existing zoning and land use. No transportation plan set.

C. Recommended Type of Action and Documentation:

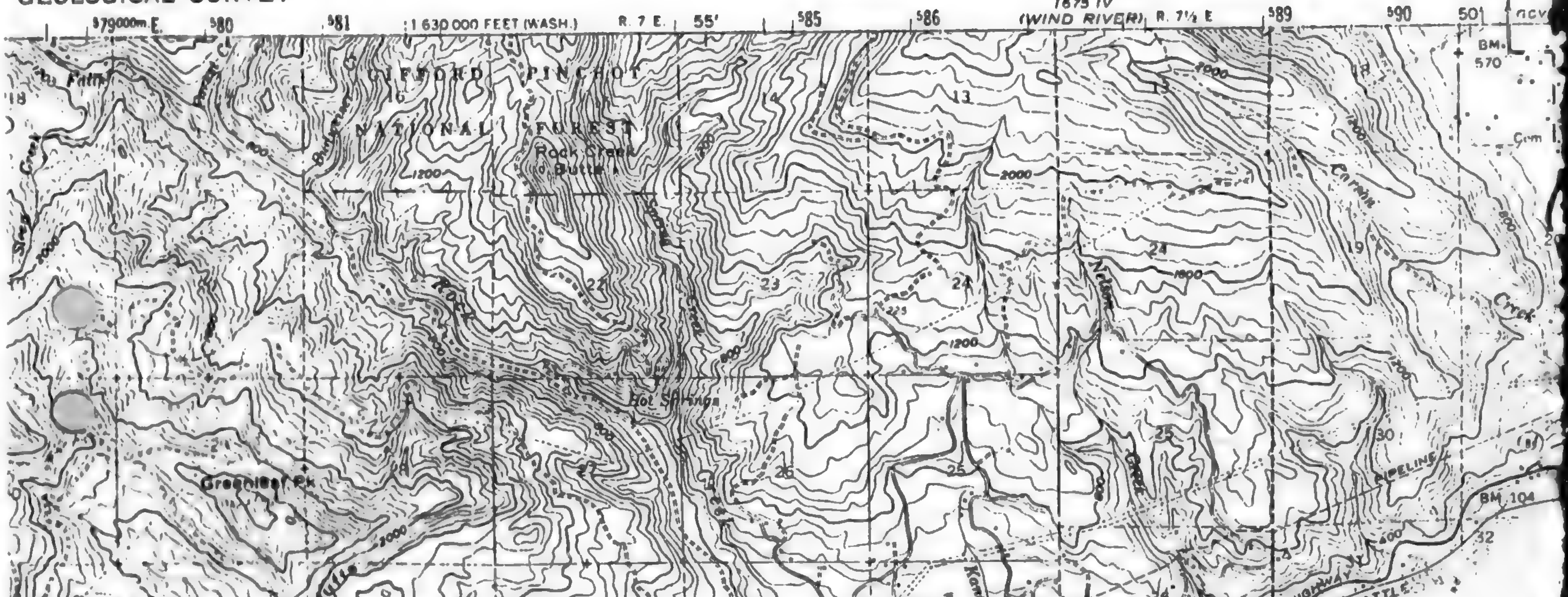
------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

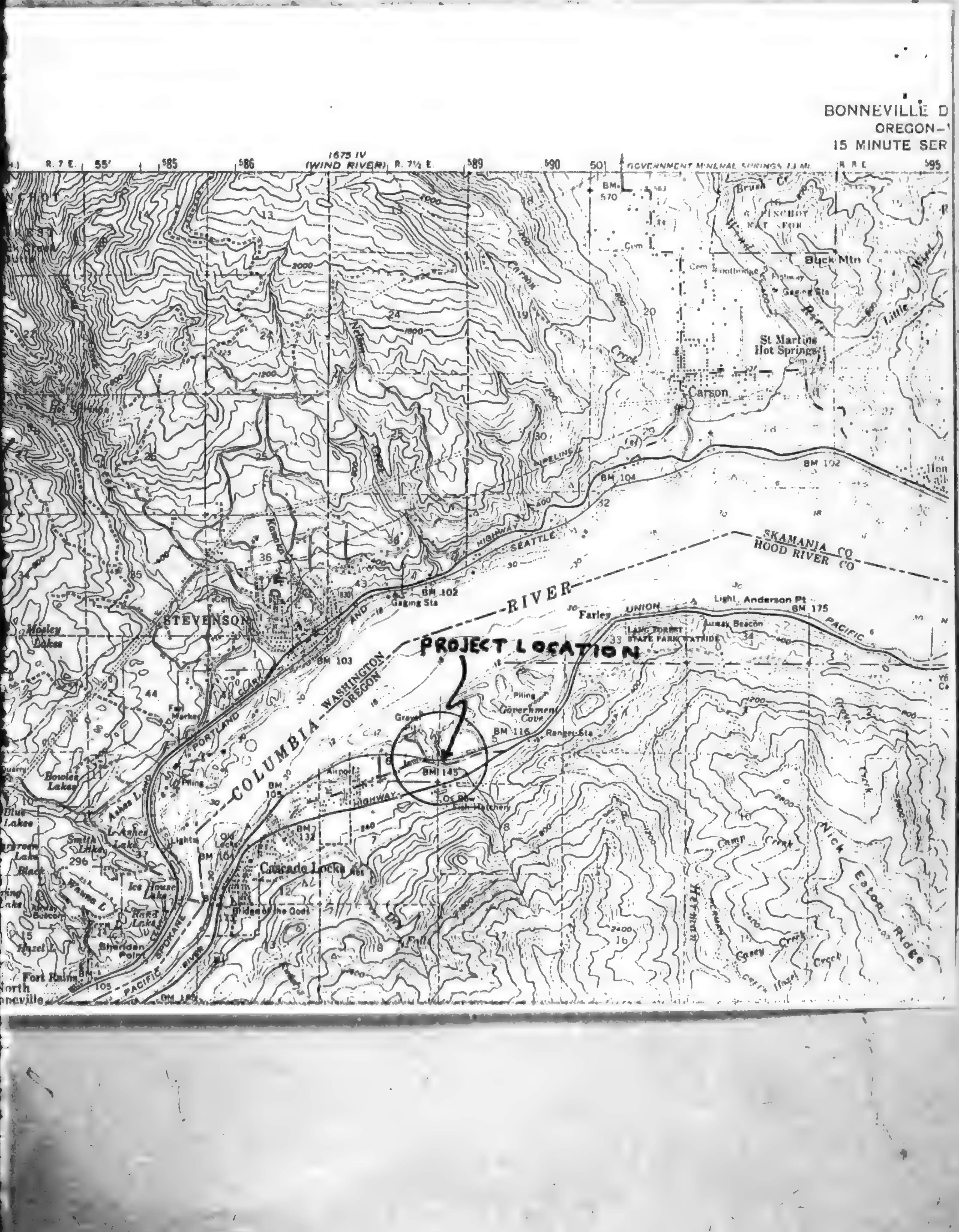
Basis for Type of Action and Documentation:

TSL

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

UNITED STATES
RTMENT OF THE INTERIOR
GEOLOGICAL SURVEY


PROJECT LOCATION
1675 IV (WIND RIVER)
R. 7 E.
R. 7½ E.
1 630 000 FEET (WASH.)
GIFFORD PINCHOT NATIONAL FOREST
Rock Creek Butte
Hot Springs
Greenleaf Pk
Greenleaf Basin
Table Mtn
Mosley Lakes
STEVENSON
Gaging Sta
BM 102
BM 103
BM 104
Farley
COLUMBIA RIVER
WASHINGTON
OREGON
Government Cove
BM 116
Ranger Sta
BM 145
Airport
Fish Hatchery
HIGHWAY
Bowles Lakes
Quarry
Blue Lakes
Evergreen Lake
Smith Lake
L. Ashes Lake
Ashes L.
Kidney Lake
Spring Lake
Wauna L.
Ice House Lake
Rand Lake
Cascade Locks
Old Locks
Bridge of the Gods
Carpenters Lake
Moffetts Hot Springs
Aldrich Butte
Hazel L.
Sheridan Point
Fort Rains
North Bonneville
Bass Lake
PACIFIC
SPOKANE
PORTLAND
SEATTLE
PIPELINE


BONNEVILLE D
OREGON-
15 MINUTE SER
PROJECT LOCATION
COLUMBIA
RIVER
WASHINGTON
OREGON
SKAMANIA CO
HOOD RIVER CO
STEVENSON
Carson
St Martins Hot Springs
Buck Mtn
Cascade Locks
Bridge of the Gods
Government Cove
Ranger Sta
Fish Hatchery
Airport
BM 145
BM 116
BM 104
BM 102
BM 103
Gaging Sta
Farley
Light Anderson Pt
Nick Eaton Ridge
Camp Creek
Fort Rains
North Bonneville
Ashes L
Bowles Lakes
Hot Springs
1675 IV (WIND RIVER)
GOVERNMENT MINERAL SPRINGS 13 MI.
PIPELINE
HIGHWAY
SEATTLE
PORTLAND
UNION
PACIFIC
SPOKANE

CITY OF CASCADE LOCKS
P. O. Box 308 • Cascade Locks, Oregon 97014 • (503) 374-8510

March 7, 1978

James W. Dunn
Director of Public Works
Hood River County
918 18th Street
Hood River, OR 97031

Dear Mr. Dunn:

Recently we had the opportunity to discuss with you the critical condition of the existing Herman Creek Bridge. We are greatly concerned regarding the condition of the existing structure, and the load limits imposed due to its deteriorated condition. As you are aware the bridge is in the center of the Cascade Locks industrial area and its load restrictions are creating hardships upon the adjacent industries.

It is our recommendation that the structure be replaced with an entirely new structure with realigned approaches. It is apparent that the replacement must be made at the earliest possible moment to alleviate the existing restrictions and conditions.

We are enclosing for your information a letter from the Cascade Locks Historical Commission confirming our opinion that the existing bridge is not of historical significance and does not warrant rebuilding to its original condition. We trust that you and the County Commissioners will agree with our estimate of the situation and provide all possible means of support for the earliest possible structure replacement.

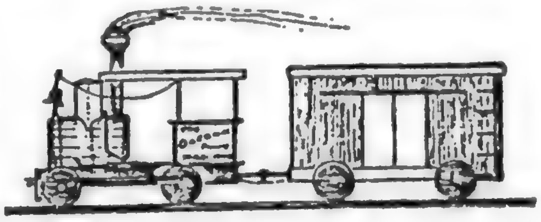
We wish to thank you for your interest in our community and for your meeting with my staff and other City officials.

Very truly yours,

Clayton H. Schmitt
Clayton H. Schmitt
City Administrator

CHS/jab
Enclosure

CASCADE LOCKS, OREG
"Home of the Oregon Pony"



CASCADE LOCKS HISTORICAL MUSEUM
Cascade Locks, Oregon 97014

March 3, 1978

Clayton H. Schmitt, City Administrator
P.O. Box 308
Cascade Locks, Ore. 97014

Dear Clayton:

In answer to your letter of Feb 24th in regards to the historical value of the old bridge across Herman creek, we feel that it should be replaced.

As far as we know, there is no special historical value in the present bridge structure and; as it is part of the county highway system and is in constant use, it should be replaced by a new bridge that will handle the present flow of traffic.

We appreciate your letter in regards to this matter and look forward to hearing from you in the future.

Very truly yours,
Lois A. Williams
Lois A. Williams, Sect.
Cascade Locks Historical
Museum Commission

Chm
Harry M. Craig
B. Scott

CITY OF CASCADE LOCKS
P. O. Box 308 • Cascade Locks, Oregon 97014 • (503) 374-8510

DEPT. OF
PUBLIC WORKS
RECEIVED
DATE 5-3-78
DIRECTOR
ENGINEER
SURVEYOR
ROAD SUPT.
SHOP FORMAN
MTC REPAIR
PARKS SUPT.
FORESTRY

May 2, 1978

James W. Dunn
Director of Public Works
Hood River County
918 18th Street
Hood River, Oregon 97031

Dear Mr. Dunn:

We are enclosing letter as received from Hood River County Historical Society.

Sincerely yours,

Clayton H. Schmitt

Clayton H. Schmitt
City Administrator

CHS/db

Enclosure (1)

HOOD RIVER COUNTY HISTORICAL SOCIETY

AFFILIATE OREGON STATE HISTORICAL SOCIETY

Hood River, Oregon

April 19, 1978

Clayton H. Schmitt
City Administrator
P.O. Box 308
Cascade Locks, OR 97014

Dear Sir,

Mr. Kent Lambert, President of the Hood River Historical Society, has questioned the mambers of our Executive Board. None of us know of any particular historical importance in connection with the old highway bridge over Herman Creek.

Yours truly,
Lucile A.
Secretary

STATE OF OREG

INTER ICE MEMO

78-64

TO: WALT HART Attention Bob Ellison
Chief Structural Engineer

DATE: May 16, 1978

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Field Data
Herman Creek Bridge
Forest Lane County Road
Hood River County
78-64

Here is a package submitted by the Hood River County Department of Public Works for your use in designing a bridge to replace the Forest Lane structure over Herman Creek. The attached copy of the County's May 5 letter lists the information submitted. Metro is assembling the Federal Aid Project Request and the Draft Environmental Assessment to be forwarded to Program Management. We realize there are a number of uncertainties in this whole procedure but our intent is to complete as many steps as possible so that the County will be in a position to take advantage of any possible release of money to build the bridge.

If anything further is needed, please let me know.

JR/ldo

Attachments

cc: M. J. Klotz

MA PDM PDE TSE SPC
ODOT - METRO
MAY 16 1978
AM PPS FILE T/A

81-125-1387

JAMES W. DUNN
DIRECTOR

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031

PHONE: 386-2616

May 5, 1978

MA PDM . PDE TSE . SPC
ODOT - METRO

MAY 9 1978

AM PPS

Jon Rose, Region Fed. Aid Eng.
Oregon State Highway Dept.
P.O. Box 02157
Portland, Ore 97202

Subject: Herman Creek Bridge Replacement

Dear Jon:

The enclosed package should include all the information that has been requested by the various offices to start work on the subject project. We would like to channel all information through you in order to keep our line of communication as neat as possible and so you will be aware of the status of the project. If this is improper procedure please let me know.

The enclosures include:

Letter of request for assistance from the Board of Commissioners
Federal aid project request
Preliminary draft project assessment with letter attachments from
 City of Cascade Locks & historical societies
Two sets vicinity map, 3 line profile, creek profile & sections
Polaroid pictures of Herman Creek with locater map

Thank you again for all your help on this project.

Very truly yours,

James F. Lyon,
Eng. Tech III

JFL:bw

Enclosures

JAMES W. DUNN
DIRECTOR

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031

PHONE: 386-2616

April 27, 1978

Mr. Ed Hardt, Region Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, OR 97202

Attn: Mr. Jon Rose, Region Federal Aid Engineer

Gentlemen:

Hood River County is requesting the assistance of the Highway Department, with the necessary engineering, for the replacement of Herman Creek Bridge on Forest Lane, just easterly of Cascade Locks.

Confirming our conversation, the Highway Department will provide the bridge design and contract plans at no cost to the County, however, there will be an estimated cost of $2,000 for field soils testing and $500 for a hydraulics study. It is further understood that the completed bridge plan could be available for advertising for bids by October 1, 1978.

You are, therefore, authorized to proceed with the work agreed upon.

We want to express our appreciation of the cooperation and help we have received from the State Engineering personnel.

Very truly yours,

Elmer W Murray
Elmer Murray, Chairman
D O Clark
Don Clark, Commissioner
Jerry Routson
Jerry Routson, Commissioner
James K. Crews
Jim Walker, Commissioner
J. Walker
Jim Crews, Commissioner

JWD:cd

Enclosures: 3 Line Profile
F.A. Project Request
OSHD Project Assessment

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 10 May 1978

Section Herman Creek Bridge

Unit (if appl) N/A

County Hood River

City N/A

Highway Forest Lane FAS B436

State Hwy. No. N/A

Termini: M.P.(if appl) 0.72 to 0.88

Length 805'

Region I District 2C

Construction Estimate $186,000
Program Amount

B. Purpose of Project:

Replace badly deteriorated existing bridge which has recently had 10 ton load restriction placed on it.

C. Origin & History of Project:

In 1977 considerable structural distress was noted on existing bridge built in 1917. The proximate cause is assumed to be heavy construction traffic experienced during I-80N repaving project. Analysis indicated that a 10 ton load limit should be posted on existing bridge. This has precluded its use by school busses, fire trucks and commercial haulers.

D. General Description of Project:

Replace existing substandard bridge with new bridge to conform to AASHTO standards for width and load carrying capacity. Approximately 730 feet of approach realignment will be required to provide adequate roadway while avoiding conflict with the existing railroad to the north.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. Vary ; Parking Emergency

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 at 6' Parking Emergency

Traffic: Existing Facility: Existing ADT 427 ; Projected ADT 750 ; Yr. 1990

Existing Level of Service ADT 250-400 "A-B"

Proposed Facility: Projected ADT 1500 ; Yr. 2000

Projected Level of Service ADT 750-1500 "A-B"

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

1 parcel owned by Hood River County
Acres 0.1 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

No outside source for fill, excavation from bank on west would be used to make fill on east. Riprap source river gravel in wire containers (gabions).

Type of Structure(s):

Reinforced concrete single span bridge

Brief Description of River or Stream and Type of Involvement, if any:

Herman Creek: drainage area 20 square miles at bridge; flows (calculated, no measurements) 2000 CFS (50 year OSHD tables, Hydman page 3-26); seasonal Salmonid population 30 to 40 Chinook, some Steelhead. Involvement will be about 300 feet of bank protection which will encroach on existing stream bed.

Local City, County or COG priorities of project:

Copy of letter from City of Cascade Locks attached. No. 2 contract priority for bridges and roads on county system.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1. Do nothing, 10 ton load limit, substandard width to remain, 4 mile detour for trucks, busses, and fire trucks.
2. Replace structure to increase load limit, substandard width to be continued.
3. Rehabilitate existing structure, temporary load limit increase, substandard width to remain.
4. Install large culvert, increase maintenance, increase disruption to stream.

Other Descriptive Information or Comments:

The stream falls 2700 feet to the bridge over a horizontal distance of 1¼ miles from its origin. It would not be expected to support much of a resident fish population due to frequent torrential flushing.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

Project is located about 0.8 miles east of city limits of city of Cascade Locks.

1. Natural:

Project is located within the Columbia River Gorge and crosses Herman Creek, a small tributary to the Columbia River. Herman Creek has a small seasonal population of spawning Salmonid, primarily Chinook (40 to 50) and a few steelhead. The creek originates at the crest of the Gorge and is subject to torrential flooding in the steeper portions of its bed. Low land flooding occurs in the vicinity of the project. The project is located on a shelf of quaternary older alluvium which starts south of I-80N and runs to the river. The area receives upwards of 60 inches of precipitation annually with the majority falling as rain at the project site. As all but the projected cut at the west end is on fill or has an existing cut there is little natural area which can be disturbed by the proposed project.

2. Cultural:

The project is located within the geographical and social area of Cascade Locks and the population has varied from a low of 400 to a high of over 2000 during the construction of Bonneville Dam in the 1930's. The city presently has a population of 780 and the geographical area has a population of 950. Recent and proposed major construction at Bonneville Dam will probably increase this population significantly over the next 5 years. The primary industry of Cascade Locks is tourism. The Port of Cascade Locks is promoting light manufacturing on its land adjacent to the project site. Primary access is by Highway I-80N. Rail service is available and the river provides some access. The prevailing tourist attractions are the Old Locks and the Bridge of the Gods Legend. The port is attempting to implement additional attractions through the proposed sternwheeler sight-seeing boat and a tramway to the rim of the gorge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Westside: Temporary loss of existing scrub growth on bank, existing slope renders land unuseable. Eastside: Temporary loss of present location of wandering stream bed. See Item 4, below.

2. Estimated Impact on Traffic Patterns:

Will facilitate truck traffic between Cascade Locks and industrial sites east of bridge which has been forced to make 4 mile detour since existing bridge was posted in September 1977.

Consequences--Air Quality, Noise, Safety, etc.:

Should reduce detrimental effects caused by lengthy detour now required.

3. Estimated Impact on Land Use:

Will make present land proposed for industrial park as attractive as it was prior to posting a restrictive load limit on existing bridge.

Consequences:

Faster development of existing sites.

4. Expected Impact on Natural Ecological Resources:

Permanent: None. Temporary minor turbidity increase during filling operation.

Consequences: No long term consequences anticipated. The salmon pens immediately downstream--and connected to the creek--are in disrepair and apparently no longer used. As the channel along the proposed fill is in a braided, rocky wash the main course of the creek is probably subject to periodic shifts and there is little riparian plant life of consequence to be affected.

5. Expected Impact on Cultural and Scenic Resources: Cultural: May make economic base of Cascade Locks more attractive by improving access to industrial park. Scenic: No permanent impact expected; temporary localized disruption due to construction. Letters from Hood River County Historical Society and Cascade Locks Historical Museum attached. No archeological sites should exist because project area is in old cut or fill.

Consequences:

Scenic: None; cultural: may assist in improving economic viability of Cascade Locks area.

6. Preliminary Identification of Areas of Critical Concern:

Construction: Detouring traffic presently using bridge; avoiding disruption of stream bed during critical salmon activity period.

7. Potential for Controversial Issues:

Project would resolve the one local controversy: the load limit on the existing bridge.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Present air quality exceeds all standards. This project should reduce vehicle emissions by reducing travel distances for trucks, consistent with clean air implementation plans.

b. Noise Standards - Low ADT and absence of sensitive receptors indicate no noise problem from proposed project. Railroad bridge parallels road; consistent with noise standards.

c. Water Quality Standards - No long term effect on water quality; consistent with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning - Will assist in utilizing existing zoning and land use. No transportation plan set.

C. Recommended Type of Action and Documentation:

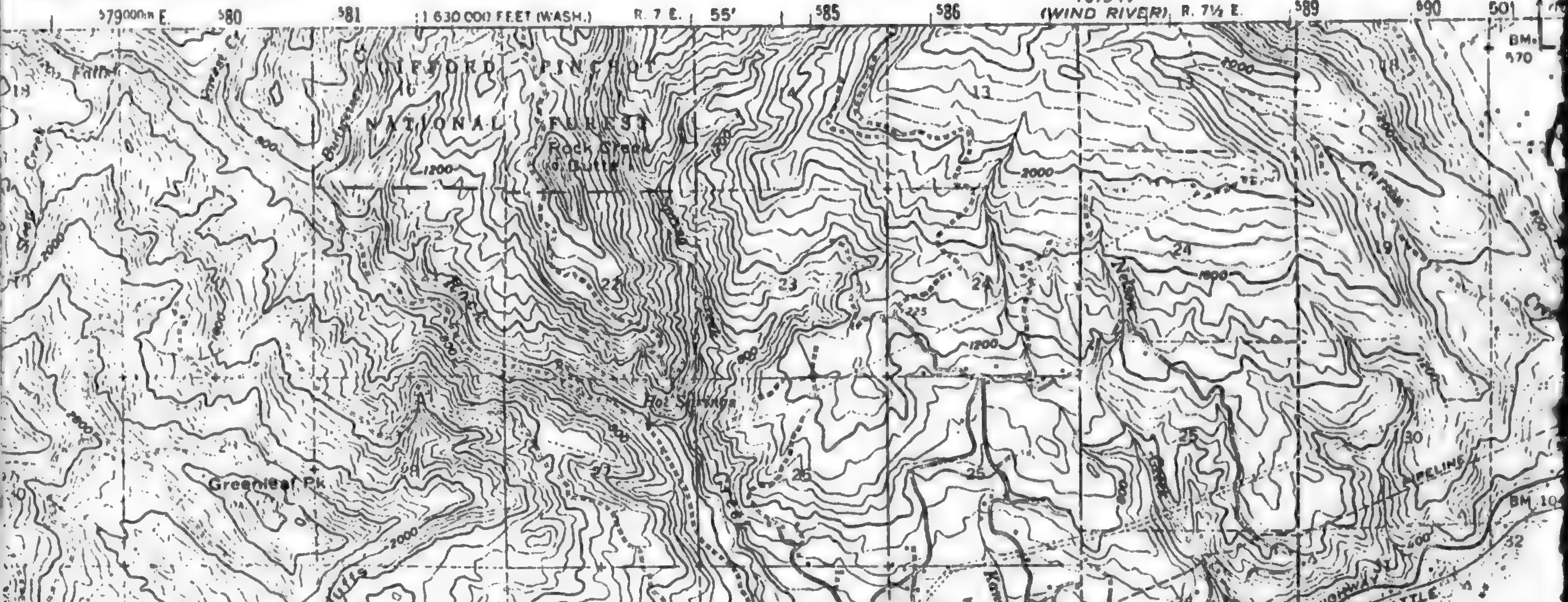
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

TSL

. Recommended Project Category: _____ 1 _____ 2 __x__ 3 _____ 4

UNITED STATES
ARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY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1 630 000 FEET (WASH.)
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55'
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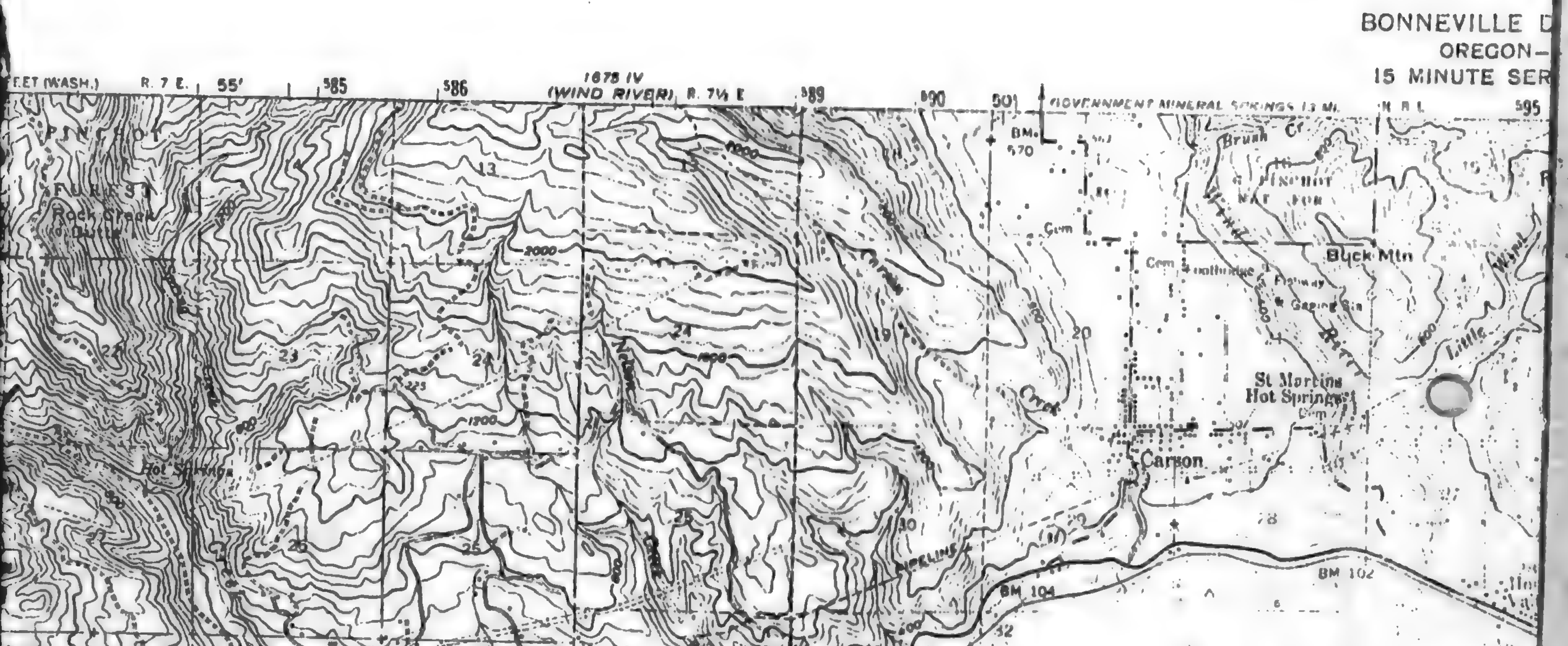
1675 IV (WIND RIVER)
R. 7½ E.
589
590
591
GIFFORD PINCHOT
NATIONAL FOREST
Rock Creek Butte
Hot Springs
Greenleaf Pk
Greenleaf Basin
Table Mtn
Monley Lakes
STEVENSON
Gaging Sta
BM 102
BM 103
RIVER
Farley
PROJECT LOCATION
Government Cove
Ranger Sta
BM 115
BM 105
Airport
HIGHWAY
Fish Hatchery
COLUMBIA
WASHINGTON
OREGON
PORTLAND
SEATTLE
HIGHWAY
Bowles Lakes
Blue Lakes
Evergreen Lake
Black L
Smith Lake
Ashes Lake
Ice House Lake
Kidney Lake
Spring Lake
Wauna L
Fern L
Rand Lake
Hazel L
Bass Lake
Sheridan Point
North
Fort Rains
Carpenters Lake
Moffetts Hot Springs
Aldrich Butte
Cascade Locks
Bridge of the Gods
Old Locks
BM 132
PACIFIC
SPOKANE
Quarry
Gravel
Fish Marker
PIPELINE


BONNEVILLE D
OREGON-
15 MINUTE SER
(WIND RIVER)
GOVERNMENT MINERAL SPRINGS
PROJECT LOCATION
COLUMBIA
RIVER
WASHINGTON
OREGON
SKAMANIA CO
HOOD RIVER CO
STEVENSON
Carson
St Martins Hot Springs
Buck Mtn
Cascade Locks
Bridge of the Gods
Government Cove
Ranger Sta
Oxbow Fish Hatchery
Airport
Farley
Light, Anderson Pt
Rock Creek Butte
Hot Springs
Monley Lakes
Bowles Lakes
Blue Lakes
Evergreen Lake
Spring Lake
Ice House Lake
Rand Lake
Ashes Lake
Fort Rains
North
Gaging Sta
Old Locks
Nick Eaton Ridge
Casey Creek
Camp Creek
Herman Creek
Hazel L.
Sheridan Point
PORTLAND
SPOKANE
PACIFIC
SEATTLE
HIGHWAY
UNION
PINCHOT

CITY OF CASCADE LOCKS
P. O. Box 308 • Cascade Locks, Oregon 97014 • (503) 374-8510

March 7, 1978

James W. Dunn
Director of Public Works
Hood River County
918 18th Street
Hood River, OR 97031

Dear Mr. Dunn:

Recently we had the opportunity to discuss with you the critical condition of the existing Herman Creek Bridge. We are greatly concerned regarding the condition of the existing structure, and the load limits imposed due to its deteriorated condition. As you are aware the bridge is in the center of the Cascade Locks industrial area and its load restrictions are creating hardships upon the adjacent industries.

It is our recommendation that the structure be replaced with an entirely new structure with realigned approaches. It is apparent that the replacement must be made at the earliest possible moment to alleviate the existing restrictions and conditions.

We are enclosing for your information a letter from the Cascade Locks Historical Commission confirming our opinion that the existing bridge is not of historical significance and does not warrant rebuilding to its original condition. We trust that you and the County Commissioners will agree with our estimate of the situation and provide all possible means of support for the earliest possible structure replacement.

We wish to thank you for your interest in our community and for your meeting with my staff and other City officials.

Very truly yours,

Clayton H. Schmitt
Clayton H. Schmitt
City Administrator

CHS/jab
Enclosure

CITY OF CASCADE LOCKS
P. O. Box 308 • Cascade Locks, Oregon 97014 • (503) 374-8510

DEPT. OF
PUBLIC WORKS
RECEIVED
DATE 5-3-78
DIRECTOR
ENGINEER
SURVEYOR
ROAD SUPT.
SHOP FORMAN
MTC REPAIR
PARK SUPT.
FORESTRY

May 2, 1978

James W. Dunn
Director of Public Works
Hood River County
918 18th Street
Hood River, Oregon 97031

Dear Mr. Dunn:

We are enclosing letter as received from Hood River County Historical Society.

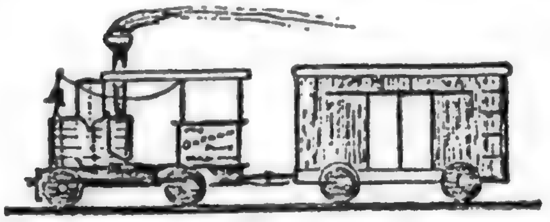
Sincerely yours,

Clayton H. Schmitt
Clayton H. Schmitt
City Administrator

CHS/db

Enclosure (1)

CASCADE LOCKS, OREGON
"Home of the Oregon Pony"



CASCADE LOCKS HISTORICAL MUSEUM
Cascade Locks, Oregon 97014

March 3, 1978

Clayton H. Schmitt, City Administrator
P.O. Box 308
Cascade Locks, Ore. 97014

Dear Clayton:

In answer to your letter of Feb 24th in regards to the historical value of the old bridge across Herman creek, we feel that it should be replaced.

As far as we know, there is no special historical value in the present bridge structure and; as it is part of the county highway system and is in constant use, it should be replaced by a new bridge that will handle the present flow of traffic.

We appreciate your letter in regards to this matter and look forward to hearing from you in the future.

Very truly yours,
Lois A. Williams
Lois A. Williams, Sect.
Cascade Locks Historical
Museum Commission

[illegible] Chm
Harry M. Craig
B. Scott
[illegible]
[illegible]
[illegible]

HOOD RIVER COUNTY HISTORICAL SOCIETY
AFFILIATE OREGON STATE HISTORICAL SOCIETY
Hood River, Oregon

April 19, 1978

Clayton H. Schmitt
City Administrator
P.O. Box 308
Cascade Locks, OR 97014

Dear Sir,

Mr. Kent Lambert, President of the Hood River Historical Society, has questioned the mambers of our Execuctive Board. None of us know of any particular historical importance in connection with the old highway bridge over Herman Creek.

Yours truly,
Lucile A. [illegible]
Secretary

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Herman Creek Bridge Date May 15, 1978
Highway Forest Lane FAS B436 County Hood River

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? Yes name Cascade Locks
Water development in the area? Bonneville Dam
Recreation areas Fish Hatchery
Historical areas Cascade Locks

Roadway: no. lanes Two paved shoulders? No
pavement width 22 foot

Structures: MP 0.81 description Three span concrete continuous span

Signals: location None

Descriptions of adjacent sections

West end: Two lane roadway, paved surface
East end: Two lane roadway, paved surface

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

[illegible]

Hood River Co

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

5-3-78
~~April 27, 1978~~

Mr. Jim Dunn
Director of Public Works
P. O. Box 457
Hood River, OR 97031

Herman Creek Bridge
Forest Lane
Hood River County
Bridge 159
Proposed Progress Schedule

Attached is a proposed progress schedule for the subject project. The parties involved with each activity have been contacted and concur with the time allotted providing preceding activities are completed on time.

I understand from our phone conversation yesterday, that realignment of the roadway is not feasible because of R/W problems. We will prepare the bridge design on the basis of the alignment shown on the vicinity map we received on April 18. Your early conversations with the Fish Commission people concerning riprap of the fill in the creek and the slight realignment of the creek should be beneficial to the processing of the Division of State Lands Permit.

Please do not hesitate to call if I can be of further service.

Walter J. Hart
Structural Design Engineer

R. W. Ellison
Assistant Structural
Design Engineer

Attach.

cc E. L. Hardt /w/ attach. ?
Jon Rose /w/ attach.
Steve McNab /w/ attach.
Jack Davis /w/ attach.
John Tindall /w/ attach.
Art Brummitt /w/ attach.

1 Versteeg ✓
2 Christensen Don
George
Olson
Terpin
3 Sullivan JWS
Scott
Savage

RECEIVED
APR 28 1978
ENGINEERING SECTION

4 Trout
Do Not File ☐
Return To
Bring Up / /
Action

As per Ellison 5-3-78
County to do grading plans.
Br. will do structure plans
we will do specs & adv. Co. will supervise cond.
Don

Form 81-734-3136

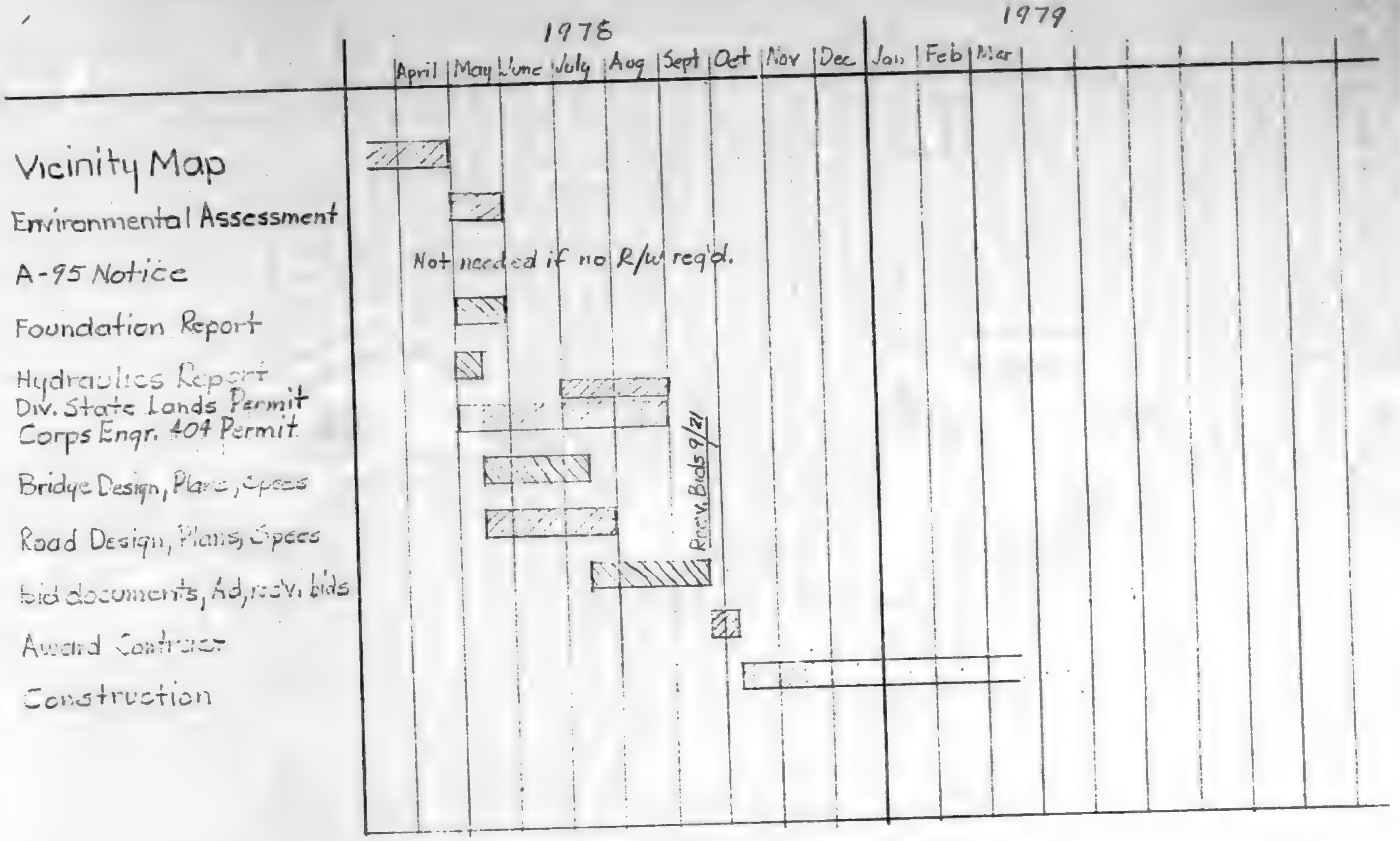
Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet ....

Bridge .... County ....

Calculations by .... Date .... Bridge No. ....

SP*67746-734



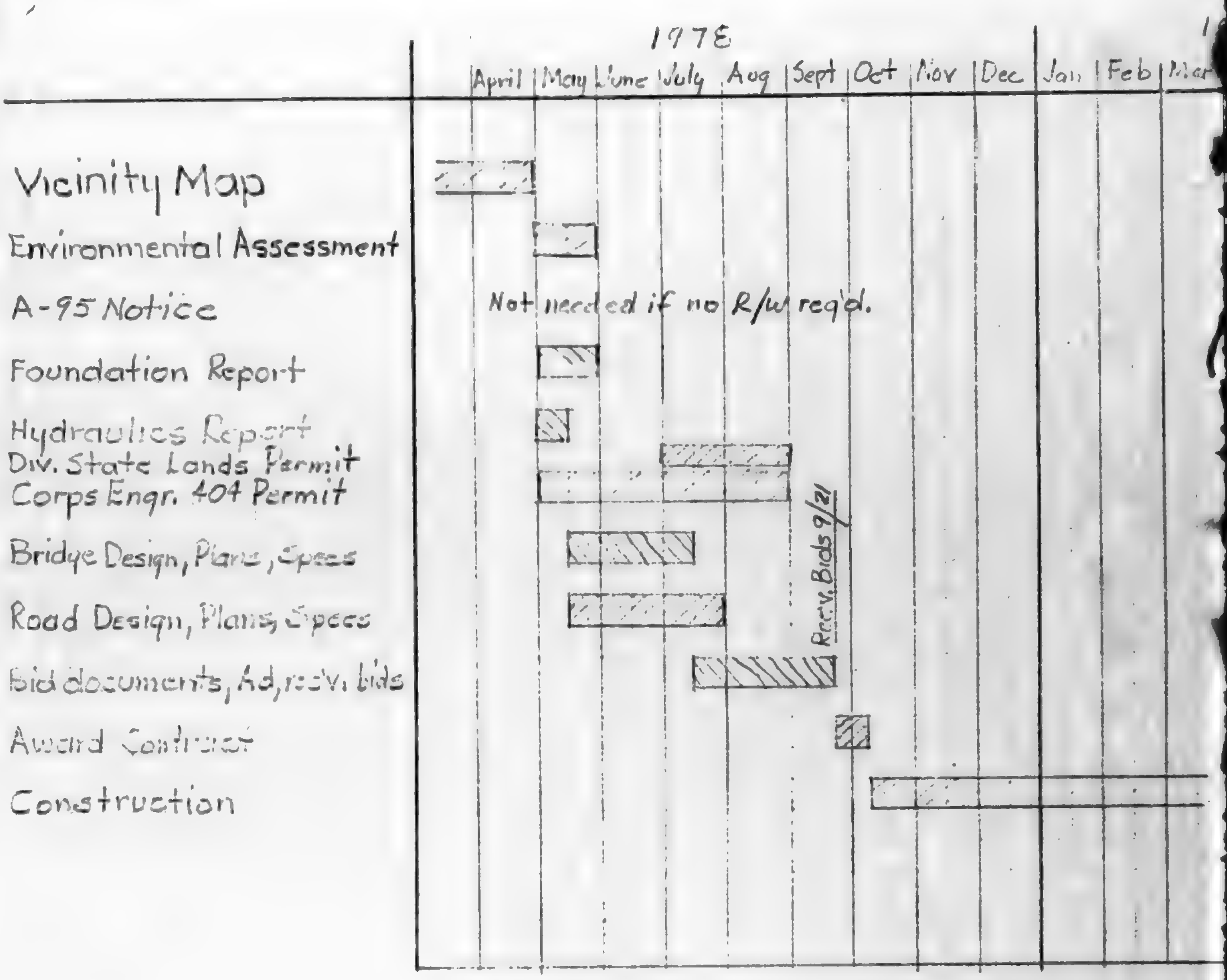
Herman Creek Bridge
Forest Lane
Hood River County

County activity ☐
State activity ▨

4/27/78

Oregon State Highway Division
BRIDGE DESIGN UNIT

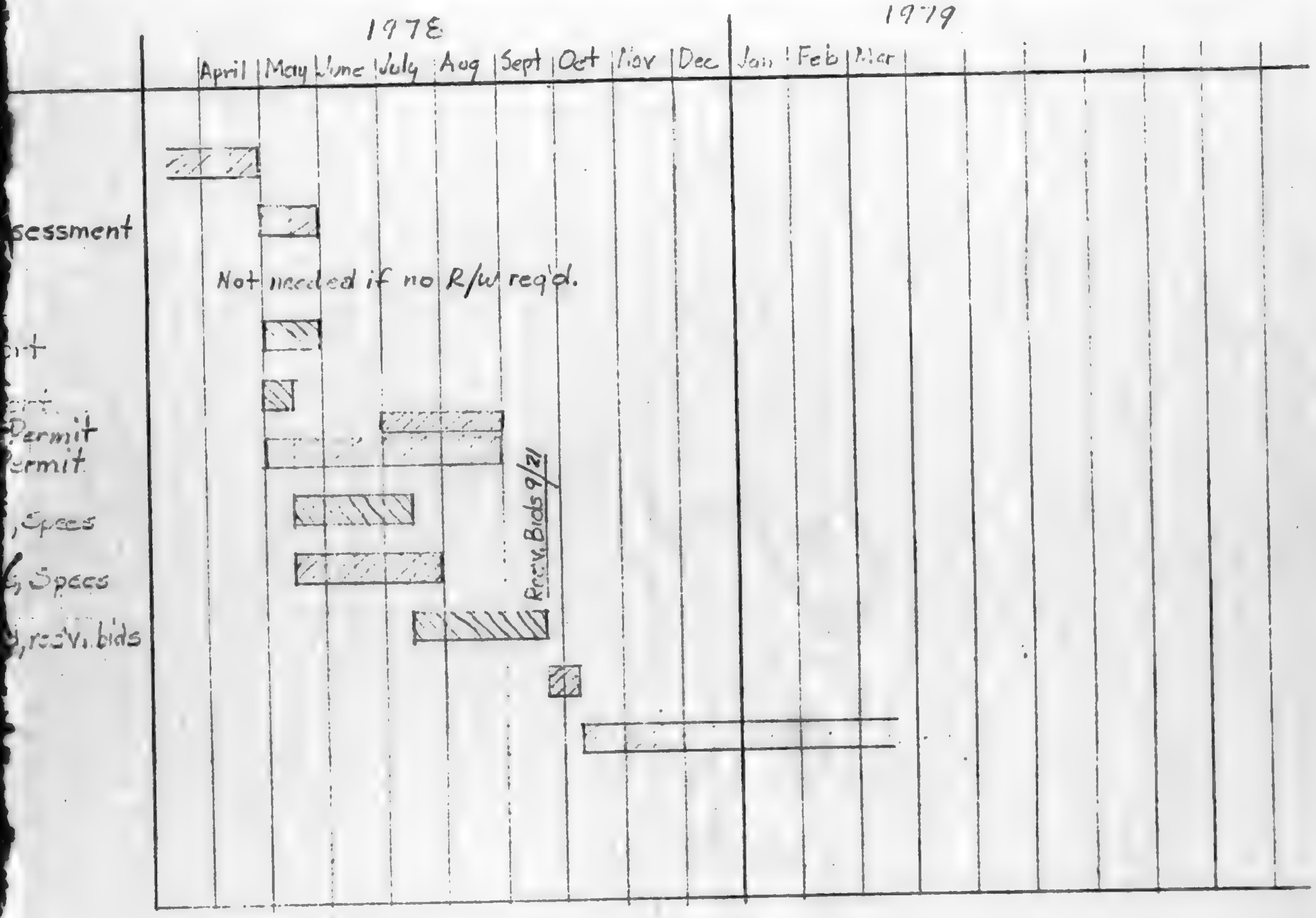
Sheet
County
Bridge No.
Date
Bridge
Calculations by



Herman Creek Bridge
Forest Lane
Hood River County

County activity ☐
State activity ▨

Form 81-734-3136
SP*67746-734



Herman Creek Bridge
Forest Lane
Hood River County

ivity ☐
ivity ▨

Ⓔ 4/27/78

FEDERAL AID PROJECT REQUEST

Date April 27, 1978

Applicant Agency Hood River County

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. B 436 Route Name Forest Lane

Project Name Herman Creek Bridge Replacement

Project Length 805' ∓ Project Location (Attach sketch map)

Project Description Remove existing 3 span bridge CA 1917 and replace with 70' single span structure, realign approaches to avoid railroad and maintain roadway width

Average Daily Traffic 427 (1974) Design Speed 45 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width varies Travel Lanes 11' Shoulders vary 0-10'

Medians none Parking none

Sidewalks none

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 34' Travel Lanes 2-11' Shoulders 6' w/seal coat

Medians none Parking none

Curbed no Length Curb Radii n/a

Sidewalk/Bikeway shoulder to be utilized

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No x

3. Will additional right-of-way be needed? Yes x No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes x No ____

Remarks Portion of right of way to north coincident with Union Pacific Railroad right of way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Project by County

4. Permanent Striping:

Include in project or by applicant? Project by County

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location mile post 0.81 Forest Lane

Type 3 span concrete continuous span

Approach Roadway Width 22'   Shoulder Width varies 2' to 10'

Length 100'   Width 20' curb to curb maximum

To remain in place? no

2. Proposed Structure:

Location Same as existing structure

Approximate Size: Length 70'   Width 34' rail to rail

14

Are sidewalk/bikeways desired: No, this traffic very light & will utilize extra bridge width - thru shoulder width will provide adequate

Are any utilities to be attached to structure? Provide accomodations for possible future water, gas, electricity.

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? Existing roadway abuts steep cut bank on west with access road and RR controlling north side

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No x

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

II. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Hood River County Director of Public Works Office
2. Environmental	Hood River County Director of Public Works Office
3. Public Hearing	Hood River County Director of Public Works Office

Remarks Other agencies with interest: Hood River Co. School Dist. Port of Cascade Locks, City of Cascade Locks & U.S. Corps of Engrs.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant x State x Consultant ____

2. Project construction engineering to be performed by:

Applicant__________ State x Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes x No__________

If "yes," describe briefly: Field work for preliminary studies, roadway design - traffic stripe and signs

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 83045.00
Right-of-way costs (if participating)	5000.00
Traffic control	125.00
Illumination	-
Structures	67000.00
Railroad	-
Other__________	22830.00
Preliminary engineering	5000.00
PROJECT TOTAL	$ 186000.00

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Hood River COUNTY

By__________

By__________

By Elmer W Murray
Elmer Murray

By D L Clark
Don Clark

By Jim Walker
Jim Walker

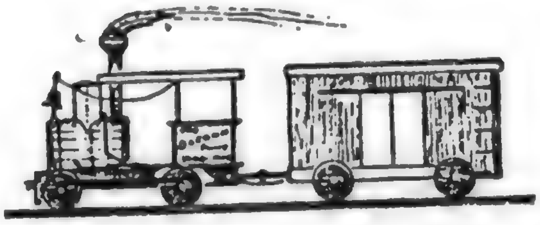
By James K. Crews
Jim Crews

By Jerry Routson
Jerry Routsen

(1976)

8868

CASCADE LOCKS, OREGON
"Home of the Oregon Pony"



CASCADE LOCKS HISTORICAL MUSEUM
Cascade Locks, Oregon 97014

March 3, 1978

Clayton H. Schmitt, City Administrator
P.O. Box 308
Cascade Locks, Ore. 97014

Dear Clayton:

In answer to your letter of Feb 24th in regards to the historical value of the old bridge across Herman creek, we feel that it should be replaced.

As far as we know, there is no special historical value in the present bridge structure and; as it is part of the county highway system and is in constant use, it should be replaced by a new bridge that will handle the present flow of traffic.

We appreciate your letter in regards to this matter and look forward to hearing from you in the future.

Very truly yours,
Lois A. Williams
Lois A. Williams, Sect.
Cascade Locks Historical
Museum Commission

[illegible] Chmn
Harry M. Craig
B. Scott

1979 No. 1 Drain & Lost River 8869
Diversion Channel Bridges on
Homedale Rd. (Structures)

C&Q 6424 2-15-78

Rec'd $23,000
6/22/78 - See
R H Prange memo
dated 6/9/78

AD 463

PE AD 395 - $800 - Take from $23,000 on AD 463

Appoachs by County - County will also place wearing surface on bridges John Hagedorn
1/3/79

Const - AD 584 - $11,000 CC 1896

23000.00
11

$
23000
11000
$34,000.00

88-1

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 10/12/82	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER CA 519

CODE

BILL TO:

Klamath County
Courthouse
Klamath Falls, OR 97601

Attn: Mr. Earl Kessler, Dir. of Public Works

CREDIT DISTRIBUTION

325.00	$2,517.56

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on SOS-1800(2) #1 Drain Ditch and Lost River Diversion Channel Bridges	
Total Project Cost	$228,859.23
Less: Federal Funds	(196,287.67)
Less: Klamath County Advance Deposit	(34,000.00)

KLAMATC #002032

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Diane Galida PH: 378-5035 FOR CORRECTNESS OF CHARGES
OR Harold Reynoldson PH: 378-6011 PREPARER OF INVOICE

Advance Deposit Amount	$ 34,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 30,000.00
Balance	$ 4,000.00
Transfer to Highway Fund	$ 2,571.56
Refund Due	$ 1,428.44

REFUND ~~AMOUNT~~ DUE $ 1,428.44

SUBMITTED BY
Diane Galida

APPROVED BY
V.E.

8869

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9/27/82

COUNTY: KLAMATH AGREEMENT NO: ________ PROJECT NO: SOS-1800(2)

CONTRACT NO: 8869 SECTION: #1 Drain & Lost Riv. Diversion Channel Bridges

P.E.		$ 5,074.93
Construction		$209,184.45
Engineering		15,699.85
Liquidated Damages		- 1,100.00
		$213,884.30
PROJECT COST		$228,859.23
Federal Funds Collected	$196,287.67	
COUNTY SHARE:		
Project Cost	$228,859.23	
Less Federal Funds	196,287.67	
	$ 32,571.56	

Prefix: P.E. - 218-1938
Const. - 218-1044

Reference: Billing Form CC 82-18

To Acc't on 9-28-82

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	No. 1 Drain and Lost River Diversion Channel Brs.					
	County Road (Homedale Road)					
	Klamath County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 4,803.38	
	Construction					
	Type Code X081					
	Structure, Br. #16360 and Br. #16361					
	Final Contract Payment Summary	All Required			209,184.45	
	Construction Engineering					
	State	All Required			15,614.13	
	Liquidated Damages	Lump Sum			(1,100.00)	
	Total Participating Construction Engineering				$ 14,514.13	
	Misc. Project Cost					
	Audit Expense (P.E.)	All Required			271.55	
	Total Participating Project Cost				$228,773.51	
	Nonparticipating Cost					
	Construction Engineering	All Required			85.72	
	Total Project Cost				$228,859.23	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/30/82.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

218-1938 218-1044 418-1945

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation: [illegible]

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. Post Final S05-1000(2)

VOUCHER PERIOD From: 3-16-78 To: 12-4-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 5,074.93	$ 5,074.93	85.80%	$ 4,354.29	$ 4,354.29	$ 0.00
223,784.30	223,698.58	85.80%	191,933.38	191,933.38	0.00
$228,859.23	$228,773.51		$196,287.67	$196,287.67	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 7/15/82

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                             218    1933        905       00 P 1
                                             218    1933        914       00 P 1
                                             218    1933        920       00 P 1
                                                                TOT       P1
                                                             ** JOB TOTALS **             **            **           1

   #1 DRAIN & LOST RIV BR            CONT NO          * FA PROJ NOS SOS 800002 100
                                             218    1938        296       00 N 9



 TOTAL TO DATE JOB COST SUMMARY                                                                JULY 1982        PAG
                                                                                                 FISCAL         GRAN
 DESCRIPTION OF JOB OR DEPARTMENT          PREFIX          FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO
                                             218    1938        297       00 N 9
                                             218    1938        298       00 N 9
                                             218    1938        905       00 P 1
                                             218    1938        906       00 P 1
                                             218    1938        910       00 P 1
                                             218    1938        914       00 P 1
                                             218    1938        915       00 P 1
                                             218    1938        918       00 P 1
                                             218    1938        920       00 P 1
                                             218    1938        921       00 P 1
                                             218    1938        922       00 P 1
                                             218    1938        926       00 P 1
                                                                TOT       P1
                                                             ** JOB TOTALS **             **            **

   BNRR XING @ HOMEDALE RD           CONT NO            FA PROJ NOS RRO 00S045 100
                                             218    1940        296       00 N 9
                                             218    1940        298       00 N 9
                                             218    1940        901       00 P 1
                                             218    1940        905       00 P 1
                                                                TOT       P1
                                                             ** JOB TOTALS **             **            **

   OC & E RR XING@HMOLERD-KFALLS CONT NO            FA PROJ NOS RRS 237001 100
                                             218    1949        296       00 N 9
                                             218    1949        298       00 N 9
                                             218    1949        905       00 P 1
                                                                TOT       P1
                                                             ** JOB TOTALS **             **            **

   BNRR XING@LAVERNE AVE             CONT NO          * FA PROJ NOS RRP 234001 100
                                             218    1955        296       00 N 9      117.88CR          117.88CR
                                             218    1955        298       00 N 9
                                             218    1955        299       00 N 9      117.88            117.88
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                                                                      104.91
18    1933      905       00 P 1                                      182.73
18    1933      914       00 P 1                                       14.64
18    1933      920       00 P 1                                    1,592.18
                TOT       P1                                        1,592.18  **
             ** JOB TOTALS **                **               **

                                                                             STATE
NO       * FA PROJ NOS SOS 800002 100                               5,054.29CR
18    1938      296       00 N 9




                                                     JULY 1982         PAGE  627

                                                        FISCAL         GRAND TOTAL
      PREFIX            FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                                                          200.00
 218    1938      297       00 N 9                                      4,354.29
 218    1938      298       00 N 9                                        161.19
 218    1938      905       00 P 1                                          2.60
 218    1938      906       00 P 1                                        297.45
 218    1938      910       00 P 1                                         91.50
 218    1938      914       00 P 1                                        271.55
 218    1938      915       00 P 1                                        617.84
 218    1938      918       00 P 1                                        119.84
 218    1938      920       00 P 1                                        914.86
 218    1938      921       00 P 1                                         30.44
 218    1938      922       00 P 1                                      2,567.66
 218    1938      926       00 P 1                                      5,074.93
                  TOT       P1                                          5,074.93  **
               ** JOB TOTALS **                **               **

                                                                             STATE
T NO           FA PROJ NOS RRO 00S045 100                                 90.77CR
 218    1940      296       00 N 9                                        90.77
 218    1940      298       00 N 9                                        48.75
 218    1940      901       00 P 1                                        52.10
 218    1940      905       00 P 1                                       100.85
                  TOT       P1                                           100.85  **
               ** JOB TOTALS **                **               **

                                                                             STATE
NT NO          FA PROJ NOS RRS 237001 100                                 49.68CR
 218    1949      296       00 N 9                                        49.68
 218    1949      298       00 N 9                                        55.20
 218    1949      905       00 P 1                                        55.20
                  TOT       P1                                            55.20  **
               ** JOB TOTALS **                **               **

                                                                             STATE
NT NO        * FA PROJ NOS RRP 234001 100   117.88CR        117.88CR    1,178.77CR
 218    1955      296       00 N 9                                      1,060.89
 218    1955      298       00 N 9                                        117.88
 218    1955      299       00 N 9          117.88          117.88
```

B02 680

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/0

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUST AND C
>209-1022	1	SOS -0902-001	57,134.00	63,524.74	63,431.56	88.18	55,933.96	55,933.96	
209-1991	1	SOS -0902-001	7,356.00	8,934.11	8,934.11	85.77	7,662.79	7,356.00	30
		PROJ TOTALS	64,490.00	72,458.85	72,365.67		63,596.74	63,289.96	30
310-1090	1	SOS -1002-001		387.31	387.31	81.80	316.82		31
310-1978	1	SOS -1002-001	7,045.00	25,691.09	12,005.82	61.58	7,393.18	7,045.00	3
		PROJ TOTALS	7,045.00	26,078.40	12,393.13		7,710.00	7,045.00	
310-1098	1	SOS -1004-001	49,090.00	45,880.51	45,562.45	88.15	40,163.30	40,163.30	
310-1098	8	SOS -1004-001	10,400.00	11,780.79	11,780.79	88.15	10,384.77	10,384.77	
3[illegible]1987	1	SOS -1004-001	6,510.00	10,094.65	10,082.94	85.77	8,648.14	6,510.00	2,1
		PROJ TOTALS	66,000.00	67,755.95	67,426.18		59,196.21	57,058.07	2,1
213-1064	1#	SOS -1300-002	110,884.40	129,327.63	129,281.10	85.77	110,884.40	110,884.40	
213-1995	1#	SOS -1300-002	8,370.70	9,756.06	9,756.06	85.80	8,370.70	8,370.70	
		PROJ TOTALS	119,255.10	139,083.69	139,037.16		119,256.10	119,256.10	
314-1095	1	SOS -1401-001	57,600.00	87,206.28	86,612.04	88.18	76,374.50	57,600.00	18,7
314-1991	1	SOS -1401-001	6,900.00	8,420.97	8,292.86	85.80	7,115.27	6,900.00	2
		PROJ TOTALS	64,500.00	95,627.25	94,904.90		83,489.77	64,500.00	18,9
>215-1017	2#	SOS -1500-002	84,600.00	108,068.09	98,601.40	85.80	84,600.00	84,600.00	
315-1014	1#	SOS -1502-001	56,800.00	106,845.84	66,223.62	85.77	56,800.00	56,800.00	
315-1961	1#	SOS -1502-001	7,700.00	11,086.26	8,977.50	85.77	7,700.00	7,700.00	
		PROJ TOTALS	64,500.00	117,932.10	75,201.12		64,500.00	64,500.00	
216-1049	1	SOS -1600-001	202,135.00	224,453.22	224,323.62	85.77	192,402.37	192,402.37	
2[illegible]1974	1	SOS -1600-001	12,865.00	14,586.81	14,586.81	85.77	12,511.11	12,511.11	
		PROJ TOTALS	215,000.00	239,040.03	238,910.43		204,913.48	204,913.48	
218-1044	1#	SOS -1800-002	191,933.38	223,784.30	223,698.58	85.80	191,933.38	191,933.38	
218-1938	1#	SOS -1800-002	4,354.29	5,074.93	5,074.93	85.80	4,354.29	4,354.29	
>418-1945	1#	SOS -1800-002							
		PROJ TOTALS	196,287.67	228,859.23	228,773.51		196,287.67	196,287.67	
320-1023	1#	SOS -2001-001	57,900.00	73,625.76	67,506.12	85.77	57,900.00	57,900.00	
320-1935	1#	SOS -2001-001	6,600.00	8,502.62	7,695.00	85.77	6,600.00	6,600.00	
		PROJ TOTALS	64,500.00	82,128.38	75,201.12		64,500.00	64,500.00	
320-1031	1#	SOS -2002-001	55,159.29	115,741.50	64,310.70	85.77	55,159.29	55,159.29	

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/02/82

	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	63,524.74	63,431.56	88.18	55,933.95	55,933.95		
	8,934.11	8,934.11	85.77	7,662.79	7,356.00	306.79 B	
	72,458.85	72,365.67		63,596.74	63,289.95	306.79	
	387.31	387.31	81.80	316.82		316.82 A	
	25,691.09	12,005.82	61.58	7,393.18	7,045.00	348.18 B	
	26,078.40	12,393.13		7,710.00	7,045.00	665.00	
	45,880.51	45,562.45	88.15	40,163.30	40,163.30		
	11,780.79	11,780.79	88.15	10,384.77	10,384.77		
	10,094.65	10,082.94	85.77	8,648.14	6,510.00	2,138.14 B	
	67,755.95	67,426.18		59,196.21	57,058.07	2,138.14	
	129,327.63	129,281.10	85.77	110,884.40	110,884.40		
	9,756.06	9,756.06	85.80	8,370.70	8,370.70		
	139,083.69	139,037.16		119,255.10	119,255.10		
	87,206.28	86,612.04	88.18	76,374.50	57,600.00	18,774.50 B	
00	8,420.97	8,292.86	85.80	7,115.27	6,900.00	215.27 B	
00	95,627.25	94,904.90		83,489.77	64,500.00	18,989.77	
00	108,068.09	98,601.40	85.80	84,600.00	84,600.00		
00	106,845.84	66,223.62	85.77	56,800.00	56,800.00		
00	11,086.26	8,977.50	85.77	7,700.00	7,700.00		
00	117,932.10	75,201.12		64,500.00	64,500.00		
00	224,453.22	224,323.62	85.77	192,402.37	192,402.37		
00	14,586.81	14,586.81	85.77	12,511.11	12,511.11		
00	239,040.03	238,910.43		204,913.48	204,913.48		
38	223,784.30	223,698.58	85.80	191,933.38	191,933.38		
29	5,074.93	5,074.93	85.80	4,354.29	4,354.29		
67	228,859.23	228,773.51		196,287.67	196,287.67		
00	73,625.76	67,506.12	85.77	57,900.00	57,900.00		
00	8,502.62	7,695.00	85.77	6,600.00	6,600.00		
.00	82,128.38	75,201.12		64,500.00	64,500.00		
. 29	115,741.50	64,310.70	85.77	55,159.29	55,159.29		

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TOTAL TO DATE JOB COST SUMMARY                                                        JULY 1982           PAGE
                                                                                         FISCAL              GRAN
DESCRIPTION OF JOB OR DEPARTMENT         PREFIX         FUNCTION   GR  CURRENT MONTH     YEAR TO DATE          TO

  BNRR XING @ HOMEDALE RD         CONT NO          FA PROJ NOS RRO 00S045 100
                                       218    1043     270       01 P 1                                          36,
                                       218    1043     296       00 N 9                                          33,
                                       218    1043     298       00 N 9                                          33,
                                       218    1043     900       00 P 1
                                       218    1043     900       02 P 1
                                       218    1043     915       00 P 1
                                       218    1043     920       00 P 1
                                                       TOT       P1                                              37
                                                    ** JOB TOTALS **               **                 **         37

  RAIN&LOST RIV DIVER CHAN        CONT NO 8869 * FA PROJ NOS SOS 800002 100
                                       218    1044     201       00 P 1                                         209,
                                       218    1044     203       00 P 1                                           1,
                                       218    1044     296       00 N 9    1,526.54          1,526.54           221,
                                       218    1044     297       00 N 9                                          29,
                                       218    1044     298       00 N 9    1,526.54CR        1,526.54CR         191,
                                       218    1044     900       00 P 1                                          15,
                                       218    1044     900       00 N 1
                                       218    1044     920       00 P 1
                                       218    1044     945       00 P 1
                                       218    1044     948       00 P 1
                                       218    1044     948       00 N 1
                                                       TOT       P1                                             223,
                                                       TOT       N1
                                                    ** JOB TOTALS **               **                 **        223,

  RR XING-LAVERNE AV              CONT NO        * FA PROJ NOS RRP 234001 100
                                       218    1049     270       01 P 1                                          37,
                                       218    1049     270       03 P 1                                           1,
                                       218    1049     296       00 N 9    4,133.98CR        4,133.98CR          41,
                                       218    1049     298       00 N 9                                          37,
                                       218    1049     299       00 N 9    4,133.98          4,133.98             4,
                                       218    1049     900       02 P 1                                           1,
                                       218    1049     915       00 P 1
                                       218    1049     920       00 P 1
                                       218    1049     948       00 P 1
                                                       TOT       P1                                              41,
                                                    ** JOB TOTALS **               **                 **         41,

  BN RR XING-HILYARD AV           CONT NO        * FA PROJ NOS RRS 250001 100
                                       218    1050     270       01 P 1                                          46,
                                       218    1050     270       02 P 1                                           1,
                                       218    1050     296       00 N 9       50.76CR           50.76CR          44,
                                       218    1050     298       00 N 9       50.76             50.76            44,
                                                                  FISCAL              GRAND TOTAL       ACTIVE YRS
NT        PREFIX        FUNCTION   GR  CURRENT MONTH         YEAR TO DATE              TO DATE          BEG    END

   CONT NO          FA PROJ NOS RRO 00S045 100                                                           STATE
        218     1043      270       01 P 1                                              36,025.51        78     80
        218     1043      296       00 N 9                                              33,525.84CR      78     81
        218     1043      298       00 N 9                                              33,525.84        78     81
        218     1043      900       00 P 1                                                 116.93        78     78
        218     1043      900       02 P 1                                                 268.85        78     79
        218     1043      915       00 P 1                                                 812.81        78     81
        218     1043      920       00 P 1                                                  26.83        78     79
                          TOT       P1                                                  37,250.93
                     ** JOB TOTALS **                  **                   **          37,250.93   **

N  CONT NO 8B69 * FA PROJ NOS SOS 800002 100                                                             STATE
        218     1044      201       00 P 1                                             209,184.45        79     80
        218     1044      203       00 P 1                                               1,100.00CR      79     80
        218     1044      296       00 N 9     1,526.54             1,526.54           221,233.38CR      79     82
        218     1044      297       00 N 9                                              29,300.00        79     79
        218     1044      298       00 N 9     1,526.54CR           1,526.54CR         191,933.38        79     82
        218     1044      900       00 P 1                                              15,435.68        79     80
        218     1044      900       00 N 1                                                  64.52        79     80
        218     1044      920       00 P 1                                                 138.15        79     79
        218     1044      945       00 P 1                                                  11.70        81     61
        218     1044      948       00 P 1                                                  28.60        81     61
        218     1044      948       00 N 1                                                  21.20        81     61
                          TOT       P1                                                 223,698.58
                          TOT       N1                                                      85.72
                     ** JOB TOTALS **                  **                   **         223,784.30   **

   CONT NO          * FA PROJ NOS RRP 234001 100                                                         STATE
        218     1049      270       01 P 1                                              37,999.67        80     82
        218     1049      270       03 P 1                                               1,435.78        81     81
        218     1049      296       00 N 9     4,133.98CR           4,133.98CR          41,339.77CR      80     82
        218     1049      298       00 N 9                                              37,205.79        80     82
        218     1049      299       00 N 9     4,133.98             4,133.98             4,133.98        82     82
        218     1049      900       02 P 1                                               1,456.79        80     81
        218     1049      915       00 P 1                                                 379.13        81     81
        218     1049      920       00 P 1                                                  48.71        80     81
        218     1049      948       00 P 1                                                  19.69        81     81
                          TOT       P1                                                  41,339.77
                     ** JOB TOTALS **                  **                   **          41,339.77   **

   CONT NO          * FA PROJ NOS RRS 250001 100                                                         STATE
        218     1050      270       01 P 1                                              46,332.88        80     81
        218     1050      270       02 P 1                                               1,623.46        81     81
        218     1050      296       00 N 9        50.76CR              50.76CR          44,314.69CR      80     82
        218     1050      298       00 N 9        50.76                50.76            44,314.69        80     82
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8869

1

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6-24-82

COUNTY KLAMATH **Contract No.** 8869 **Date Completed** October 6, 1979

PROJECT #SOS-1800(2) **Section** No. 1 Drainage Ditch and Lost River Diversion Channel Bridges

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E.		$ 5,074.93
Construction		
Payment to Contractor		$209,184.45
Engineering		15,699.85
Liquidated Damages		- 1,100.00
		$223,784.30
Federal Funds Collected	$197,814.21	
County Share of Costs:		
Project Costs	$228,859.23	
Federal Funds	197,814.21	
County Advance Deposit	34,000.00	
REFUND DUE COUNTY	$ 2,954.98	

6-25-8 ✓

Diane says

She will send new billing then

Do over

Reference: Billing Form CC 81-77

FORM 734-1745

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                                                                                      MAY 1982        PAGE
TOTAL TO DATE JOB COST SUMMARY                                                          FISCAL        GRAND
                                                                                     YEAR TO DATE      TO
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH
                                   218   1933       905      00 P 1
                                   218   1933       914      00 P 1
                                   218   1933       920      00 P 1
                                                    TOT         P1
                                              ** JOB TOTALS **              **                 **

 #1 DRAIN & LOST RIV BR         CONT NO      * FA PROJ NOS SOS 800002 100
                                   218   1938       296      00 N 9                      24.54
                                   218   1938       297      00 N 9                      24.54CR
                                   218   1938       298      00 N 9
                                   218   1938       905      00 P 1
                                   218   1938       906      00 P 1
                                   218   1938       910      00 P 1
                                   218   1938       914      00 P 1
                                   218   1938       915      00 P 1
                                   218   1938       918      00 P 1
                                   218   1938       920      00 P 1
                                   218   1938       921      00 P 1                      28.60CR
                                   218   1938       922      00 P 1
                                   218   1938       926      00 P 1
                                                    TOT         P1                       28.60CR
                                              ** JOB TOTALS **              **           28.60CR**

 BNRR XING @ HOMEDALE RD        CONT NO        FA PROJ NOS RRO 00S045 100
                                   218   1940       296      00 N 9
                                   218   1940       298      00 N 9
                                   218   1940       901      00 P 1
                                   218   1940       905      00 P 1
                                                    TOT         P1
                                              ** JOB TOTALS **              **                 **

 OC & E RR XING@HMDLERD-KFALLS CONT NO         FA PROJ NOS RRS 237001 100
                                   218   1949       296      00 N 9                      49.68CR
                                   218   1949       298      00 N 9                      49.68
                                   218   1949       905      00 P 1
                                                    TOT         P1
                                              ** JOB TOTALS **              **                 **

 BNRR XING@LAVERNE AVE          CONT NO      * FA PROJ NOS RRP 234001 100
                                   218   1955       296      00 N 9   1,004.55CR         1,004.55CR
                                   218   1955       298      00 N 9   1,004.55           1,004.55
                                   218   1955       901      00 P 1   1,116.17           1,116.17
                                   218   1955       905      00 P 1
                                                    TOT         P1    1,116.17           1,116.17
                                              ** JOB TOTALS **        1,116.17 **        1,116.17 **
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                                                                   MAY 1982          PAGE  601
                                                                       FISCAL             GRAND TOTAL
      PREFIX            FUNCTION   GR  CURRENT MONTH           YEAR TO DATE               TO DATE
   218    1933          905        00 P 1                                                   104.91
   218    1933          914        00 P 1                                                   182.73
   218    1933          920        00 P 1                                                    14.64
                        TOT        P1                                                     1,592.18
                     ** JOB TOTALS **                **                    **             1,592.18  **

                                                                                                  STATE
CONT NO         * FA PROJ NOS SOS 800002 100
   218    1938          296        00 N 9                                 24.54            5,054.29CR
   218    1938          297        00 N 9                                                    700.00
   218    1938          298        00 N 9                                 24.54CR          4,354.29
   218    1938          905        00 P 1                                                    161.19
   218    1938          906        00 P 1                                                      2.60
   218    1938          910        00 P 1                                                    297.45
   218    1938          914        00 P 1                                                     91.50
   218    1938          915        00 P 1                                                    271.55
   218    1938          918        00 P 1                                                    617.84
   218    1938          920        00 P 1                                                    119.84
   218    1938          921        00 P 1                                 28.60CR            914.86
   218    1938          922        00 P 1                                                     30.44
   218    1938          926        00 P 1                                                  2,567.66
                        TOT        P1                                     28.60CR          5,074.93
                     ** JOB TOTALS **                **                   28.60CR**        5,074.93  **

                                                                                                  STATE
CONT NO           FA PROJ NOS RRO 00S045 100
   218    1940          296        00 N 9                                                     90.77CR
   218    1940          298        00 N 9                                                     90.77
   218    1940          901        00 P 1                                                     48.75
   218    1940          905        00 P 1                                                     52.10
                        TOT        P1                                                        100.85
                     ** JOB TOTALS **                **                    **                100.85  **

                                                                                                  STATE
CONT NO           FA PROJ NOS RRS 237001 100
   218    1949          296        00 N 9                                 49.68CR             49.68CR
   218    1949          298        00 N 9                                 49.68               49.68
   218    1949          905        00 P 1                                                     55.20
                        TOT        P1                                                         55.20
                     ** JOB TOTALS **                **                    **                 55.20  **

                                                                                                  STATE
CONT NO         * FA PROJ NOS RRP 234001 100
   218    1955          296        00 N 9        1,004.55CR          1,004.55CR             1,060.89CR
   218    1955          298        00 N 9        1,004.55            1,004.55               1,060.89
   218    1955          901        00 P 1        1,116.17            1,116.17               1,116.17
   218    1955          905        00 P 1                                                     62.60
                        TOT        P1            1,116.17            1,116.17               1,178.77
                     ** JOB TOTALS **            1,116.17  **        1,116.17  **           1,178.77  **
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TAL TO DATE JOB COST SUMMARY                                                          MAY 1982        PAGE
                                                                                       FISCAL         GRAN
SCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE      TO
                                                 TOT       P1                                          37,
                                               ** JOB TOTALS **                 **                **   37,

#1 DRAIN&LOST RIV DIVER CHAN  CONT NO 8869 * FA PROJ NOS SOS 800002 100
                                  218    1044    201      00 P 1                                      209,
                                  218    1044    203      00 P 1                                        1(
                                  218    1044    296      00 N 9                        92.18CR       222,
                                  218    1044    297      00 N 9                                       29,
                                  218    1044    298      00 N 9                        92.18         19 ,
                                  218    1044    900      00 P 1                                       15,
                                  218    1044    900      00 N 1
                                  218    1044    920      00 P 1
                                  218    1044    945      00 P 1
                                  218    1044    948      00 P 1                        28.60
                                  218    1044    948      00 N 1                        21.20
                                  218    1044    950      00 P 1     1,779.18CR      1,779.18CR
                                                 TOT       P1        1,779.18CR      1,750.58CR       223,
                                                 TOT       N1                           21.20
                                               ** JOB TOTALS **      1,779.18CR**    1,729.38CR**     223,

RR XING-LAVERNE AV            CONT NO      * FA PROJ NOS RRP 234001 100
                                  218    1049    205      01 P 1                       845.38
                                  218    1049    270      01 P 1     1,116.17CR      1,116.17CR        37,
                                  218    1049    270      03 P 1                                        1,
                                  218    1049    296      00 N 9     1,004.56          140.83CR        37,
                                  218    1049    298      00 N 9     1,004.56CR        140.83          37,
                                  218    1049    900      02 P 1                                        1,
                                  218    1049    915      00 P 1                       379.13
                                  218    1049    920      00 P 1
                                  218    1049    948      00 P 1                         7.08
                                                 TOT       P1        1,116.17CR        115.42          41,
                                               ** JOB TOTALS **      1,116.17CR**      115.42   **     41,

BN I   XING-HILYARD AV        CONT NO        FA PROJ NOS RRS 250001 100
                                  218    1050    205      01 P 1                       697.49
                                  218    1050    270      01 P 1                                       46,
                                  218    1050    270      02 P 1                                        1
                                  218    1050    296      00 N 9                       986.11CR        44,
                                  218    1050    298      00 N 9                       986.11          44
                                  218    1050    900      03 P 1
                                  218    1050    900      03 N 1
                                  218    1050    915      00 P 1        56.40          400.62
                                  218    1050    915      02 P 1
                                  218    1050    920      00 P 1
                                  218    1050    948      00 P 1                         7.08
                                                 TOT       P1           56.40        1,105.19          49
                                                 TOT       N1
                                               ** JOB TOTALS **         56.40  **    1,105.19   **     49
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                                                     MAY 1982        PAGE  154
                                                      FISCAL          GRAND TOTAL      ACTIVE YRS
IX         FUNCTION   GR  CURRENT MONTH          YEAR TO DATE          TO DATE         BEG    END
                                                                      37,250.93
            TOT       P1
         ** JOB TOTALS **                    **                  **   37,250.93  **

                                                                                     STATE
69 * FA PROJ NOS SOS 800002 100                                      209,184.45       79     80
 1044       201       00 P 1                                           1,100.00CR     79     80
 1044       203       00 P 1                         92.18CR         222,759.92CR     79     81
 1044       296       00 N 9                                          29,300.00       79     79
 1044       297       00 N 9                         92.18           193,459.92       79     81
 1044       298       00 N 9                                          15,435.68       79     80
 1044       900       00 P 1                                                64.52     79     80
 1044       900       00 N 1                                               138.15     79     79
 1044       920       00 P 1                                                11.70     81     81
 1044       945       00 P 1                         28.60                  28.60     81     81
 1044       948       00 P 1                         21.20                  21.20     81     81
 1044       948       00 N 1       1,779.18CR     1,779.18CR                          79     82
 1044       950       00 P 1       1,779.18CR     1,750.58CR         223,698.58
            TOT       P1                             21.20                  85.72
            TOT       N1
         ** JOB TOTALS **          1,779.18CR**   1,729.38CR**       223,784.30  **

                                                                                     STATE
   * FA PROJ NOS RRP 234001 100                     945.38                            81     81
 1049       205       01 P 1       1,116.17CR     1,116.17CR          37,999.67       80     82
 1049       270       01 P 1                                           1,435.78       81     81
 1049       270       03 P 1       1,004.56         140.83CR          37,205.79CR     80     82
 1049       296       00 N 9       1,004.56CR       140.83            37,205.79       80     82
 1049       298       00 N 9                                           1,456.79       80     81
 1049       900       02 P 1                        379.13                379.13      81     81
 1049       915       00 P 1                                               48.71      80     81
 1049       920       00 P 1                          7.08                 19.69      81     81
 1049       948       00 P 1                        115.42            41,339.77
            TOT       P1           1,116.17CR
          ** JOB TOTALS **         1,116.17CR**     115.42  **        41,339.77  **

                                                                                     STATE
     FA PROJ NOS RRS 250001 100                     697.49                            81     81
 1050       205       01 P 1                                          46,332.88       80     81
 1050       270       01 P 1                                           1,623.46       81     81
 1050       270       02 P 1                        986.11CR          44,263.93CR     80     81
 1050       296       00 N 9                        986.11            44,263.93       80     81
 1050       298       00 N 9                                             766.21       80     81
 1050       900       03 P 1                                             315.14       81     81
 1050       900       03 N 1         56.40          400.62               400.62       81     82
 1050       915       00 P 1                                              57.32       81     81
 1050       915       02 P 1                                              31.66       80     80
 1050       920       00 P 1                          7.08                26.39       81     81
 1050       948       00 P 1         56.40        1,105.19            49,238.54
            TOT       P1                                                 315.14
            TOT       N1
          ** JOB TOTALS **           56.40  **    1,105.19  **        49,553.68  **
```

TOTAL

DESCR

8869

P

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-24-82	CC 81-77		218-1938-297 218-1044-297

BILL TO: Code:

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601
Attn: Mr. Earl Kessler, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: No. 1 Drain Ditch and Lost River Diversion Channel. (Homedale Road) Bridges. This is an OFF SYSTEMS Project No. SOS-1800(2).			
Project Costs			$228,859.23
Federal Funds			197,814.21
County Advance Deposit			34,000.00
REFUND DUE COUNTY			$ 2,954.98
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount $ 34,000.00
Advance Deposit Previously Transferred to Highway Fund $ 30,000.00
Balance $ 4,000.00
Transfer to Highway Fund $ 1,045.02
Refund Due $ 2,954.98
Partial or final request for billing FINAL
Number of the previous request in connection with this service CC 1990

Amount Due $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D.E. Swan
D.E. Swan, P.E.

Form 734-1191 (Rev 1-79) SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 2-24-82

COUNTY KLAMATH **Contract No.** 8869 **Date Completed** October 6, 1979

PROJECT # SOS-1800(2) **Section** No. 1 Drainage Ditch and Lost River Diversion Channel Bridges

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 5,074.93
Construction		
Payment to Contractor		$209,184.45
Engineering		15,699.85
Liquidated Damages		- 1,100.00
		$223,784.30
Federal Funds Collected	$197,814.21	
County Share of Costs:		
Project Costs	$228,859.23	
Federal Funds	197,814.21	
County Advance Deposit	34,000.00	
REFUND DUE COUNTY	$ 2,954.98	

Reference: Billing Form CC 81-77

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	No. 1 Drain and Lost River Diversion Channel Brs. County Road (Homedale Road) Klamath County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 4,803.38	
	Construction					
	Type Code X081					
	Structure, Br. #16360 and Br. #16361					
	Final Contract Payment Summary	All	Required		209,184.45	
	Construction Engineering					
	State	All	Required		17,393.31	
	Liquidated Damages	Lump	Sum		(1,100.00)	
	Total Participating Construction Engineering				$ 16,293.31	
	Misc. Project Cost					
	Audit Expense (P.E.)	All	Required		271.55	
	Total Participating Project Cost				$230,552.69	
	Nonparticipating Cost					
	Construction Engineering	All	Required		64.52	
	Total Project Cost				$230,617.21	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/31/81.					
	505- 1800(1,42)					
	215- 17.3					
	16293.31 1779.18 14514.13					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol B-ldg. - Salem, OR 97310

STATE

FEDERAL AID PROJECT NO.

PROGRAM APPROVED Oregon

VOUCHER S08-1800(2)
From: 3-16-78 To: 12-4-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 5,074.93	$ 5,074.93	85.80%	$ 4,354.29	$ 4,354.29	$ 0.00
225,542.28	225,477.76	85.80%	193,459.92	193,459.92	0.00
$230,617.21	$230,522.69		$197,814.21	$197,814.21	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		10/14/81

V.E. Skoog, Controller

(85.8)(1779.11) =
1,526.52

197,814.21 = 196,287.69
1,526.52
196,287.69

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                       TOT        P1
                                       TOT        N1
                                     ** JOB TOTALS **                **                    **

                                          FA PROJ NOS RRO 00S0V5 100
BNRR XING @ HOMEDALE RD         CONT NO
                                  218      1043      270       01 P 1
                                  218      1043      296       00 N 9
                                  218      1043      298       00 N 9
                                  218      1043      900       00 P 1
                                  218      1043      900       02 P 1
                                  218      1043      915       00 P 1
                                  218      1043      920       00 P 1
                                  218      1043      TOT       P1                  **                    **
                                     ** JOB TOTALS **

#1 DRAIN&LOST RIV DIVER CHAN  CONT NO 8869 X FA PROJ NOS SOS 800002 100
                                  218      1044      201       00 P 1
                                  218      1044      203       00 P 1        5,366.37              92.18CR
                                  218      1044      296       00 N 9
                                  218      1044      297       00 N 9        5,366.37CR            92.18
                                  218      1044      298       00 N 9
                                  218      1044      900       00 P 1
                                  218      1044      900       00 N 1
                                  218      1044      920       00 P 1
                                  218      1044      945       00 P 1                              20.60
                                  218      1044      948       00 P 1                              21.20
                                  218      1044      948       00 N 1
                                  218      1044      950       00 P 1  training Courses             28.60
                                                     TOT       P1                                  21.20
                                                     TOT       N1                **                49.80  **
                                     ** JOB TOTALS **



                                                                                         OCTOBER 1981 ✓
TOTAL TO DATE JOB COST SUMMARY                                                              FISCAL
                                                                                         YEAR TO DATE
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR   CURRENT MONTH

                                          FA PROJ NOS RRP 234001 100
   RR XING-LAVERNE RW             CONT NO                                   845.38               845.38
                                  218      1049      205       01 P 1
                                  218      1049      270       01 P 1
                                  218      1049      270       03 P 1      1,085.14CR           1,122.10CR
                                  218      1049      296       00 N 9      1,085.14             1,122.10
                                  218      1049      298       00 N 9
                                  218      1049      900       02 P 1        260.95               379.13
                                  218      1049      915       00 P 1
                                  218      1049      920       00 P 1          7.08                 7.08
                                  218      1049      948       00 P 1      1,113.41             1,231.59
                                                     TOT       P1          1,113.41  **         1,231.59  **
                                     ** JOB TOTALS **

                                  CONT NO         FA PROJ NOS RRS 250001 100
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            TOT        P1
            TOT        N1                                                         6,715.39CR
          ** JOB TOTALS **                     **                     **         41,918.50  **

                                                                                           STATE
 NO            FA PROJ NOS RRO 00S0N6 100                                        36,025.51    78      80
218    1043     270        01 P 1                                                33,525.84CR  78      81
218    1043     296        00 N 9                                                33,525.84    78      81
218    1043     298        00 N 9                                                   116.93    78      78
218    1043     900        00 P 1                                                   268.85    78      79
218    1043     900        02 P 1                                                   812.81    78      81
218    1043     915        00 P 1                                                    26.83    78      79
218    1043     920        00 P 1
                TOT        P1                                                    37,250.93
          ** JOB TOTALS **                     **                     **         37,250.93  **

                                                                                           STATE
 NO 0869 * FA PROJ NOS SOS 800002 100                                           209,184.45    79      80
218    1044     201        00 P 1                                                 1,100.00CR  79      80
218    1044     203        00 P 1       5,366.37            92.18CR             222,759.92CR  79      81
218    1044     296        00 N 9                                                29,300.00    79      79
218    1044     297        00 N 9       5,366.37CR          92.18               ~~193,459.92~~    79      81
218    1044     298        00 N 9                                                15,435.68    79      80
218    1044     900        00 P 1                                                    64.52    79      80
218    1044     900        00 N 1                                                   138.15    79      79
218    1044     920        00 P 1                                                    11.70    81      81
218    1044     945        00 P 1                               28.60                28.60    81      81
218    1044     948        00 P 1                               21.20                21.20    81      81
218    1044     948        00 N 1                                                 1,779.18    79      79
218    1044     950        00 P 1   TRAINING Courses
                TOT        P1                                   28.60           225,477.76
                TOT        N1                                   21.20                85.72
          ** JOB TOTALS **                     **               49.80  **       225,563.48  **
                                                                                - 1,779.18
                                                                                 223,784.30
                                                                        191,934



                                                           OCTOBER 1981      PAGE  124
                                                                FISCAL        GRAND TOTAL      ACTIVE YRS
     PREFIX         FUNCTION   GR  CURRENT MONTH           YEAR TO DATE        TO DATE         BEG    END

                                                                                           STATE
T NO           FA PROJ NOS RRP 234001 100                                                   81      81
218    1049     205        01 P 1          845.38                 845.38                    80      81
218    1049     270        01 P 1                                                39,115.84    81      81
218    1049     270        03 P 1                                                 1,435.78    80      81
218    1049     296        00 N 9        1,085.14CR            1,122.10CR        38,187.06CR  80      81
218    1049     298        00 N 9        1,085.14              1,122.10          38,187.06    80      81
218    1049     900        02 P 1                                                 1,456.79    81      81
218    1049     915        00 P 1          260.95                 379.13            379.13    80      81
218    1049     920        00 P 1                                                    48.71    81      81
218    1049     948        00 P 1            7.08                   7.08             19.69
                TOT        P1            1,113.41              1,231.59          42,455.94
          ** JOB TOTALS **               1,113.41  **          1,231.59  **      42,455.94  **
                                                                                           STATE
T NO           FA PROJ NOS RRS 250001 100
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                                                                                     47.14
                   218   1933       298       00 N 9
                   218   1933       901       00 P 1
                   218   1933       905       00 P 1
                   218   1933       914       00 P 1
                   218   1933       920       00 P 1
                   218   1933       TOT       P1                      **             **
                                 ** JOB TOTALS **

                                * FA PROJ NOS SOS 800002 100                    24.54
 ** DRAIN & LOST RIV BR   CONT NO
                   218   1938       296       00 N 9                            24.54CR
                   218   1938       297       00 N 9
                   218   1938       298       00 N 9
                   218   1938       905       00 P 1
                   218   1938       906       00 P 1
                   218   1938       910       00 P 1
                   218   1938       914       00 P 1



                                                                          OCTOBER 1981
                                                                              FISCAL
 TOTAL TO DATE JOB COST SUMMARY                                           YEAR TO DATE
                                   FUNCTION  GR  CURRENT MONTH
 DESCRIPTION OF JOB OR DEPARTMENT  PREFIX
                   218   1938       915       00 P 1
                   218   1938       918       00 P 1                          28.60CR
                   218   1938       920       00 P 1
                   218   1938       921       00 P 1
                   218   1938       922       00 P 1
                   218   1938       926       00 P 1                          28.60CR
                   218   1938       TOT       P1                   **         28.600CR**
                                 ** JOB TOTALS **

                                 FA PROJ NOS RRO 00S0N5 100
   BNRR XING @ HOMEDALE RD   CONT NO
                   218   1940       296       00 N 9
                   218   1940       298       00 N 9
                   218   1940       901       00 P 1
                   218   1940       905       00 P 1
                   218   1940       TOT       P1                   **             **
                                 ** JOB TOTALS **

                                 FA PROJ NOS RRS 237001 100                     49.68CR
   OC & E RR XING@WNDLERD-KFALLS CONT NO                                        49.68
                   218   1949       296       00 N 9
                   218   1949       298       00 N 9
                   218   1949       905       00 P 1
                   218   1949       TOT       P1                   **
                                 ** JOB TOTALS **

                                 FA PROJ NOS RRP 234001 100
   BNRR XING@LAVERNE AVE     CONT NO
                   218   1955       298       00 N 9
                   218   1956       298       00 N 9
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    218    1933       298        00 N 9                                      47.14              1,[illegible]
    218    1933       901        00 P 1                                                         1,289.90
    218    1933       905        00 P 1                                                           104.91
    218    1933       914        00 P 1                                                           182.73
    218    1933       920        00 P 1                                                            14.64
                      TOT        P1                                                             1,592.18
                  ** JOB TOTALS **                              **                     **       1,592.18   **

                                                                                                          STATE
 CONT NO          * FA PROJ HOS SOS 800002 100                                       24.54      5,054.29CR
    218    1938       296        00 N 9                                                            700.00
    218    1938       297        00 N 9                                              24.54CR    4,354.29
    218    1938       298        00 N 9                                                            161.19
    218    1938       905        00 P 1                                                              2.60
    218    1938       906        00 P 1                                                            297.45
    218    1938       910        00 P 1                                                             94.60
    218    1938       914        00 P 1



                                                               OCTOBER 1981           PAGE  489

                                                                   FISCAL             GRAND TOTAL
ENT       PREFIX        FUNCTION    GR   CURRENT MONTH         YEAR TO DATE            TO DATE
    218    1938       915        00 P 1                                                    271.55
    218    1938       918        00 P 1                                                    617.84
    218    1938       920        00 P 1                                                    119.84
    218    1938       921        00 P 1                                      28.60CR       914.86
    218    1938       922        00 P 1                                                     30.44
    218    1938       926        00 P 1                                                  2,567.66
                      TOT        P1                                          28.60CR     5,074.93
                  ** JOB TOTALS **                              **           28.60CR**   5,074.93   **

                                                                                                   STATE
 CONT NO            FA PROJ HOS RRO 00S045 100                                              90.77CR
    218    1940       296        00 N 9                                                      90.77
    218    1940       298        00 N 9                                                      48.75
    218    1940       901        00 P 1                                                      52.10
    218    1940       905        00 P 1                                                     100.85
                      TOT        P1
                  ** JOB TOTALS **                              **                 **       100.85   **

                                                                                                   STATE
LLS CONT NO         FA PROJ HOS RRS 237001 100                       49.68CR                49.68CR
    218    1949       296        00 N 9                              49.68                  49.68
    218    1949       298        00 N 9                                                     65.20
    218    1949       905        00 P 1                                                     65.20
                      TOT        P1                                                         65.20
                  ** JOB TOTALS **                              **                 **        65.20   **

                                                                                                   STATE
 CONT NO            FA PROJ HOS RRP 234001 100                                              [illegible]CR
    218    1956       298        00 N 9                                                     [illegible]
    218    1956       298        00 N 9                                                     62.60
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#88[illegible]

STATE COPY

L

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

12-11-80 *(PPM 20-5)* 8869

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SOS-1800(2)	2. COUNTY Klamath	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work performed on this project, besides additional and incidental, involved construction of Bridge No. 16360 over Lost River Diversion Channel, and construction of Bridge No. 16361 over No. 1 Drain. Bridge No. 16360 is 118 feet long and has a roadway width of 32 feet. Bridge No. 16361 is 52 feet long and has a roadway width of 31.5 feet.

All work was completed October 6, 1979 on the No. 1 Drain and Lost River Diversion Channel Bridges on Homedale Road just southeast of Klamath Falls.

5. CONTRACTOR'S NAME Hamilton Construction Co.	6. CONTRACT AMOUNT $ 208,952.00

7. *CERTIFICATION:* *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* D Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO Keasey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

12-5

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
			X081	0.022
			X081	0.010

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION 11-6-79

12. IN COMPANY WITH
Wayne Cobine, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE Original Signed By G. K. Hossner Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 12-3-80	17. TITLE Field Operations Engineer	18. DATE 12/4/80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8869

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 19 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sees | Act | File

CON 5 #8869

May 16, 1980

Hamilton Construction Company
P.O. Box 659
Springfield, OR 97477

Attention: William T. Peckham

Re: Time Extension Request
No. 1 Drain and Lost River
Diversion Channel Bridges
FAP No. SOS-1800(2)
Contract No. 8869

Dear Bill:

Following your visit to my office to discuss the time extension on the subject projects, and receipt of your letter of April 28, 1980, we again reviewed your request for additional time due to problems with the anchor bolts on Bridge No. 16360.

After thorough review of the plans and specifications for the project, it appears to us that the anchor bolt problem was caused by either excessive camber in the voided slabs, or failure to take camber into account in positioning the anchor bolt assembly in the slab or a combination of the above.

Since both of these things are part of the responsibility of the contractor or his supplier, I can find no basis to justify any additional increase in time to complete the project.

Sincerely,

CT Keasey

C. T. Keasey
Assistant State Highway Engineer

CTK:fr

bc: H. S. Coulter (w/copy of Peckham's 4/28/80 letter)
Dale Allen
Wayne Cobine

8869

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

April 28, 1980

Mr. C.T. Keasey
Assistant State Highway Engineer
State Highway Division
Executive Building
Salem, Oregon 97310

RECEIVED
APR 29 1980
CONSTRUCTION BRANCH
2 Keasey KJ
1 Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebeuer
Church

Dear Carroll:

Subject: Time Extension
No.1 Drain and Lost River Diversion Channel Bridges
File No.:Con 5 #8869

In reference to our request for an extension, dated December 6, 1979, and your reply dated December 26, 1979, I wish to present additional information in support of our request.

With the possible exception of minor engineering costs, it is our position that the additional time of thirteen days to complete this project did not inconvenience the public, obstruct traffic or interfere with business. In defense of the fact that we were forced to delay the start of work on the site, we offer the fact that we completed the work in an extremely short time, (about forty days) and placed a detour structure at our cost to avoid closing the road as shown in the contract in order to help the public.

Most of the additional time required to complete the project was caused by problems with the metal rail and pedestrian rail. We believe these problems were caused by the lack of clear details on the plans. The anchor bolt assembly for the metal rail was detailed on the shop drawings by the Prestressed Manufacturing and checked and approved by the State (see Drawing #3400). When the rail installation started we discovered the anchor bolts were not long enough and not threaded sufficient to accomodate the installation depicted on the contract drawings. The camber in the slabs required extra allowance in length and thread of the anchor bolts to line the rail. The general notes refer to horizontal and vertical alignment but are not specific enough to guide the contractor.

xc - Dale Allen - Recommendation please.
Wayne Cobine - " "
Walt Hart - " "
5-5-80

MEMBER: ASSOCIATED GENERAL CONTRACTORS

On the pedestrian rail the detail did not allow for any adjustment for line and grade during field erection. We were paid extra work to modify the rail.

It is our position that these deficiencies in the details caused us to exceed the contract time by seven days. The rip-rap that was added required two days to place. The remaining four days over the contract time was caused by some alignment problems on the tie rod holes, for which we do not request additional time.

2 days previously granted for this

We hereby request the extension of nine days for the reasons set out.

Very truly yours,

HAMILTON CONSTRUCTION CO.

William T. Peckham

William T. Peckham
President

WTP:vb

8864

3 - 11 - 8

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

8869

February 25, 1980

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

CON 5
Contract #8869

Gentlemen:

On February 21, 1980, we wrote to you concerning release of final payment on Contract No. 8869 awarded to Hamilton Construction Co. for work on the No. 1 Drain and Lost River Diversion Channel Bridges on Homedale County Road in Klamath County.

Final payment on this contract is $10,114.78 and the total contract amount is $208,084.45 including $2,188.75 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
Dale Allen

#[illegible]

2

~~ROBERT W. STRAUB~~
GOVERNOR

Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8869

December 26, 1979

Hamilton Construction Company
Post Office Box 659
Springfield, OR 97477

Gentlemen:

Noted
H. S. COULTER

Re: Time Extension Request
No. 1 Drain and Lost River
Diversion Channel Bridges
FAP No. SOS-1800(2)
Contract No. 8869

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of two calendar days is granted due to extra work performed. The other delays claimed were considered but were not found to be "bona fide causes beyond the control of the contractor", and therefore additional time is not allowed for these claimed delays.

If you wish to submit additional data, please contact Resident Engineer Cobine.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter (w/att.)
Dale Allen
Wayne Cobine
Robert Church
FHWA "

RECEIVED
STATE HWY ENGR
DEC 27 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Form 81-734-3123 (Rev. 7-77)

RECEIVED
DEC 24 1979
CONSTRUCTION BRANCH

Kessey
Jackmond 734-3030
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 8869

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
December 20, 1979

FROM: Robert C. Pool
Robert C. Pool
Region Construction Engineer

TO: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Increase in Number of Calendar Workdays - Request
No. 1 Drain and Lost River Diversion Channel Bridges
Homedale Road (County Road)
Klamath County
Contract 8869

The contractor on this project, Hamilton Construction Company, has requested a 13 day increase in number of calendar days to complete this project. The request is based on miscellaneous delays and extra work that was done during the contract period. Information pertaining to this request follows:

Contract Award	February 13, 1979
Time Began	February 26, 1979
Work Began	August 14, 1979
Time Expired	October 4, 1979
Work Completed	October 6, 1979
Contract Time	210 CD
Excess Time Used	13 CD

The following analysis refers to the items listed in the contractor's letter of October 31, 1979.

1. The contractor requested 10 days because of extra work and delays on the State Highway Project at Brogan Hill. The contract does not allow extension of contract time for this type of delays. Recommend no increase.

2. Contractor requested 3 days because of untimely and unsatisfactory work which was done by subcontractors. Problems in coordinating subcontractor's work is not a reason for extending contract time. Recommend no increase in time.

3. Corrective work was necessary on several pre-stressed slabs because of mis-alignment of tie rod holes. The contractor is requesting 4 days for this work. Errors made by subcontractors is not a valid reason for extension of time. Recommend no increase.

4. Contractor has requested an increase of 2 days because of extra work in placing riprap and for modification of pedestrian rail to allow for adjustment in the alignment. The placing of the riprap was an extra work item and is a valid reason for an extension of the contract time. Also, the pedestrian rail support brackets did not have provisions for adjustments and the contractor experienced a great deal of difficulty aligning the rail. The placing of the riprap and the adjusting of the pedestrian rail was accomplished in 12½ hours. Recommend a 2 day increase for this work.

5. Anchor bolts for the bridge rails were furnished without sufficient threads to provide room for leveling nuts and washers, as shown on the Standard Drawings. Because of this, leveling nuts could not be used, and other provisions had to be made for adjusting the bridge rail. If the bolts had been furnished as called for in the plans, the contractor would not have been delayed.
   Recommend no time here.

In his letter dated December 7, 1979, the contractor pointed out that the public was only inconvenienced by construction for 40 of the alloted 220 calendar days. I have sympathy for this line of reasoning, but the facts are that the contract was not close to "substantially complete" at the end of contract time. In order to be consistent with other requests, I cannot recommend additional time because of this.

Based on Section 108.9 of the Standard Specifications, I can only recommend an increase in time of 2 calendar days for Item 4 above.

RCP:pw
cc: Wayne Cobine

8867

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: No. 1 Drain & Lost River Diversion Channel Bridge's

WEEK ENDING: November 30, 1979

SECTION PREFIX: 218-1044

HIGHWAY: County Rd. (Homedale Road)

COUNTY: Klamath

NAME OF JOB: No. 1 Drain & Lost River Div. Ch. Br's

KIND OF WORK: Structures

CONTRACTOR: Hamilton Construction, Co.

CONTRACT NUMBER: 8869

FEDERAL AID PROJECT NUMBER: SOS-18(2)

DATE OF CONTRACT: February 13, 1979

DATE WORK STARTED: August 14, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 210

CALENDAR DAYS USED: 223

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 106

PROJECT AUTHORIZATION: $ 237,160.52

EXCLUSIVE OF ENGINEERING: $ 218,354.84

ENGINEERING AUTHORIZATION: $ 18,805.68

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 207,860.20

ENGINEERING COST TO DATE: $ 12,770.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT UNDERRUN: 5 %

PERCENT OF AUTHORIZATION: 68 %

DATE PROJECT WAS COMPLETED: October 6, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16360	16361						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 3 1979
CONSTRUCTION
BRANCH

Kessey K
Jackmond
Hopkins X
Williams W
Johnson
Glaze
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed October 6, 1979. Price Agreement has been initiated for a credit to the State for not finishing the sides of the Precast Slabs. Semi-Final data was submitted October 24, 1979

FINAL REPORT

SIGNED Wayne Cobine LOCATION Klamath Falls

Wayne F. Cobine, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP·F216

Form 31-734-3108 7669

1 - 8/# 1

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name No. 1 Drain & Lost River Diversion Channel Bridges

Date September 19, 1979 19

Highway County Road (Homedale Road)

Contract No. 8869

County Klamath

Prefix 218-1044

Contractor Hamilton Construction Co.

F. A. Project No. SOS-1800(2)

Address P.O. Box 659, Springfield, Or 97477

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Enlarge the slotted holes for the Pedestrain Rail Posts to approximately 2"x1" to allow for grade alignment across the Lost River Bridge. This should allow adjustment for the camber in the precast-prestressed slabs.

Location by station numbers:

Station 18 + 28 to 19 + 46

Estimate of quantities and cost:

Labor————	$ 215.00
Equipment————	84.00
Materials————	35.00
Total	$ 334.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No allowance was made in the plan details for adjustment of the post heights due to camber of the slabs. This work is necessary in order to obtain a uniform grade line on the rail.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $282,272.14

Present estimate of project costs, including $334.00 for work under this order $282,272.14

Expected under-run / over-run amount $

Expected under-run / over-run per cent

Space to right of this line is for use of Salem Office

Submitted by: Wayne F Cobine Resident Engineer
Wayne F. Cobine

Approval Recommended: Regional Engineer
REG

DC
9-27-79

Approval Recommended: Construction Engineer or Bridge Engineer

For:

Approved George N Hopkins Construction Engineer
9-26-79

SP*70604-734

5

8869

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-16-79	CC 1990		P.E. 218-1938 Const. 218-1044

BILL TO: Code:

Klamath County
Courthouse
Klamath Falls, OR 97601

Attn: Mr. Earl Kessler, Dir. of Pub. Wks.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the #1 Drain Ditch and Lost River Diversion Channel Bridges. SOS-			

Advance Deposit Amount	$ 34,000.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 34,000.00
Transfer to Highway Fund	$ 30,000.00
Refund Due	$

Amount Due . . . . . . $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:

Harold Reynoldson

Approved:

Gerald Wimer

SP*35736-734

State Copy

TO BE COMPLETED BY FHWA
ONTHLY TRANSACTION NUMBER
2-136
ROJECT REPORT NUMBER

ODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-22-79

rm Approved; O M B No. 04-R2089

State
Oregon

County
Klamath

Project Number
SOS-1800(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,500	$ 242,660
Federal funds	$ 4,700	$ 208,112
Other revisions		

This modification is made for the following reasons:

To include contract for construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of February, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Hwy. Engineer
(Title)

B~~y~~X For: H. S. Coulter

State Hwy. Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, February 15, 1979

Federal Aid Project
No. SOS-1800(2)

No. 1 Drain and Lost River Diversion Channel Brs.
County Road (Homedale Road)
Klamath County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 5,500.00

Type Code X081
Structure, Br. # 16360 (Sta. 18+28 to Sta. 19+46)

Mobilization	All Required (72%)		$ 14,400.00
Bridge Removal Work	All Required		5,000.00
Structure Excavation	190 Cu.Yd.	20.00	3,800.00
Furnish 16" Prestressed Concrete Piling	180 Lin.Ft.	30.00	5,400.00
Furnish HP 10x42 Steel Piling	120 Lin.Ft.	30.00	3,600.00
Drive Composite Piles	10 Each	300.00	3,000.00
Structural Concrete, Class 3300 (90 cu.Yd.)	All Required		20,000.00
4'x35'/40' Prestressed Slabs ,	33 Each	1,800.00	59,400.00
Reinforcement (9,500 lbs.)	All Required		4,000.00
Pedestrian Handrail	252 Lin.Ft.	22.00	5,544.00
Guard Rail, Type 2A	75 Lin.Ft.	18.00	1,350.00
Rail End Pieces, Type B	4 Each	25.00	100.00
Metal Rail with Tubing	225 Lin.Ft.	38.00	8,550.00
Asphalt Membrane	577 Sq.Yd.	22.00	12,694.00
	Subtotal		$ 146,838.00
	Engineering		19,823.00
	Total		$ 166,661.00

Type Code X081
Structure, Br. #16361 (Sta. 5+41 to Sta. 5+93)

Mobilization	All Required (28%)		$ 5,600.00
Bridge Removal Work	All Required		3,000.00
Structure Excavation	160 Cu.Yd.	20.00	3,200.00
Structural Concrete, Class 3300 (60 Cu.Yd.)	All Required		10,000.00
4'x50'/55' Prestressed Slabs	8 Each	3,500.00	28,000.00
Reinforcement (4,800 lbs.)	All Required		2,500.00
Guard Rail, Type 2A	75 Lin.Ft.	18.00	1,350.00
Rail End Pieces, Type B	4 Each	25.00	100.00

Metal Rail with Tubing	113 Lin.Ft.	38.00	4,294.00
Asphalt Membrane	185 Sq.Yd.	22.00	4,070.00
	Subtotal		$ 62,114.00
	Engineering		8,385.00
	Total		$ 70,499.00
			$ 237,160.00

Length of Structures - - - - - - - - - - - - - 0.032 mi.

Summary of Funds (88.1%)

	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 5,500	$ 4,700	$ 800
Structures	237,160	203,412	33,748
Total	$ 242,660	$ 208,112	$ 34,548

Group 1 100%
Contract No. 8869
Prefix 218-1938
Prefix 218-1044

STATE COPY

OMB No. 04-R2089

• TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-62	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-6-78	ate Oregon County Klamath Project No. SOS-1800(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 1/4 mi. S. of SCL Klamath Falls

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/16/78	0.03
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,500	$ 4,700

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator JUN 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon May 30, 1978

Federal Aid Project
No. SOS-1800(2)

No. 1 Drain and Lost River Diversion Bridges
Homedale Road In Klamath County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 4,000.00
Preliminary Engineering (County Forces)	All Required	1,500.00
	Total	$ 5,500.00

Length of Project - - - - - - - 0.03 mile

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 5,500.00	$ 4,700.00	$ 800.00
Retain In PS & E Contract Work	160,000.00	137,200.00	22,800.00
Total	$165,500.00	$141,900.00	$23,600.00

Group 1-100%
Prefix 218-1938 (State P.E.)
418-194~~6~~5 (Co. P.E.)

8869

Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

February 12, 1979

Mr. Gerald Wimer
Local Government Manager
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Jerry:

Enclosed is Klamath County's check #125826 in the amount of $11,000.00 for the remaining portion of our matching funds for the #1 Drain and Lost River Diversion Channel Bridge.

Thank you very much for your assistance on these projects.

Yours truly,

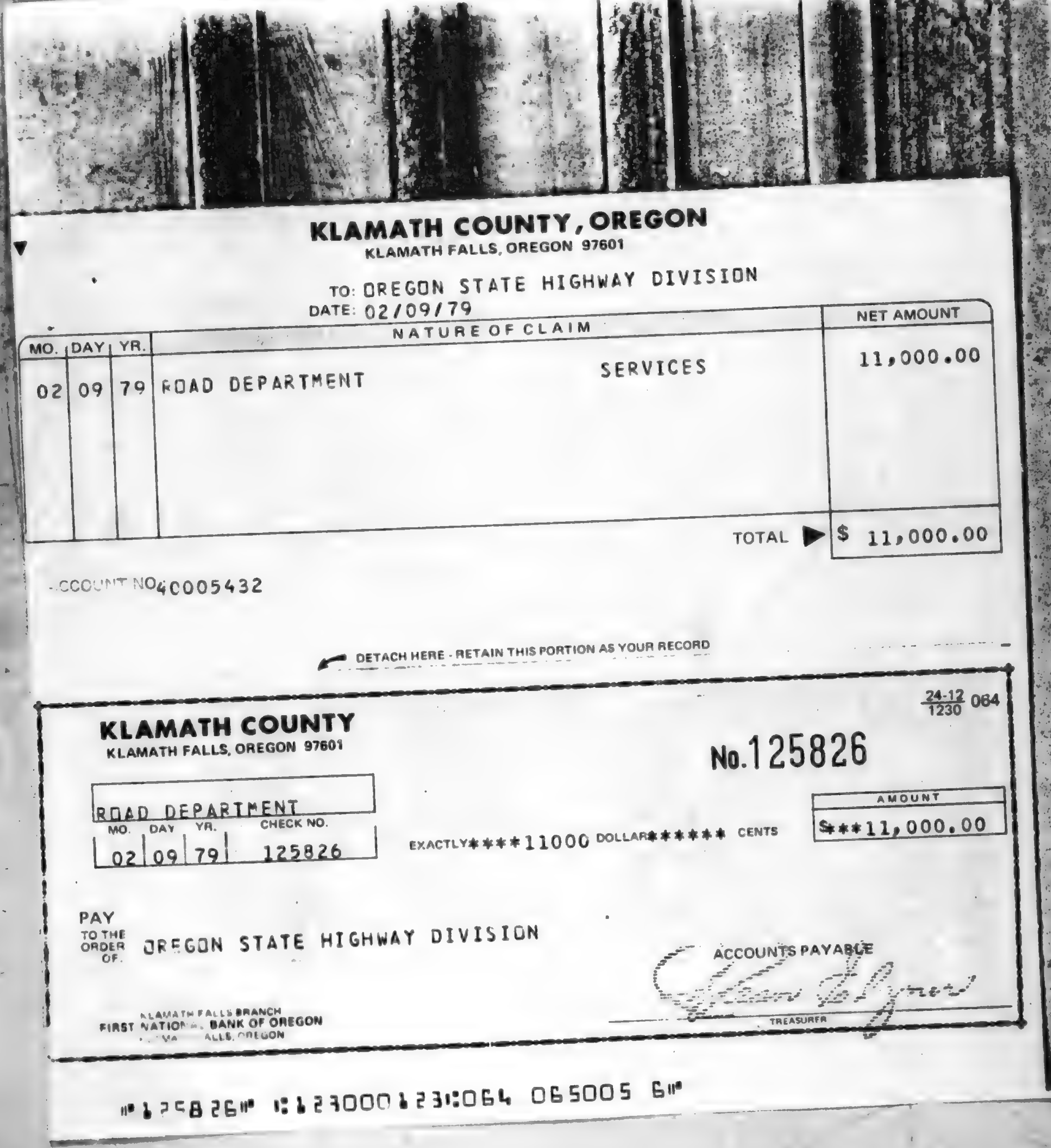
Earl E. Kessler

Earl E. Kessler
Director of Public Works

EEK/dw
Enclosure

Rec'd
2-13-79
ce

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 1[illegible] 1979
N MB
File: PM FA
TAA Reynoldson LG OP



KLAMATH COUNTY, OREGON
KLAMATH FALLS, OREGON 97601

TO: OREGON STATE HIGHWAY DIVISION
DATE: 02/09/79

MO.	DAY	YR.	NATURE OF CLAIM	NET AMOUNT
02	09	79	ROAD DEPARTMENT SERVICES	11,000.00
			TOTAL	$ 11,000.00

ACCOUNT NO 40005432

DETACH HERE - RETAIN THIS PORTION AS YOUR RECORD

KLAMATH COUNTY
KLAMATH FALLS, OREGON 97601

24-12/1230 064

No. 125826

ROAD DEPARTMENT

MO.	DAY	YR.	CHECK NO.
02	09	79	125826

EXACTLY****11000 DOLLARS****** CENTS

AMOUNT
$***11,000.00

PAY TO THE ORDER OF OREGON STATE HIGHWAY DIVISION

ACCOUNTS PAYABLE

TREASURER

KLAMATH FALLS BRANCH
FIRST NATIONAL BANK OF OREGON
KLAMATH FALLS, OREGON

⑈125826⑈ ⑆123000123⑆064 065005 6⑈

8869

January 29, 1979

Klamath County
County Road Dept.
Courthouse
Klamath Falls, OR 97601

Attn: Mr. Earl Kessler
Dir. of Pub. Works

Dear Mr. Kessler:

On January 25, 1979, a satisfactory bid was received from Hamilton Construction Co., P.O. Box 659, Springfield, Oregon 97477, for the #1 Drain and Lost River Diversion Channel Bridges Section, on Homedale Road, Project #SOS-1800(2).

This is an Off-System project and, based upon the contractor's bid, the County's advance deposit is as follows:

Bid Items	$208,952.00	
4½% Contingencies	9,402.84	
9% Engineering	18,805.68	
Est. Cost of Construction	$237,160.52	
Est. P.E. Costs	5,500.00	
Less Prior Advance Deposit	-23,000.00	
Less Federal Funds	-208,688.05	(86% of $242,660.52)
Additional County Share	$ 10,972.47	

Fed. Funds OK

Rec'd 2/13/79 Inform Jn Hag

By rounding, the County's additional advance deposit will be $11,000.00.

Please make your check in the amount of $11,000.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 16, 1979.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:lml

bc w/AD #584: Vern Skoog-Please return completed AD #584 when check is received.
Region 4 Federal Aid Engineer John Hagedorn

I-8869 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 10, 1979

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 25, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 25 on the following projects:

1. Del Rey Beach Access Rd.-Neawanna Cr.
   Oregon Coast Highway, Clatsop County
   Paving

   Four-foot shoulders and bridge sidewalk ramps provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Jewell Jct.-Summit
   Sunset Highway, Clatsop County
   Grading & Paving

   Climbing lane construction. Existing four-feet shoulders to be replaced in kind.

   Same as No. 1.

3. Lane County Line-Elbow Lake
   Oregon Coast Highway, Douglas County
   Paving

   Four-foot shoulders provided and to be striped and signed as "Narrow Bikeway".

FILE

4. Arlington Rock Production
John Day Highway, Gilliam County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willow Creek Bridge
Heppner Highway, Gilliam County
Bridge Replacement

Four-foot shoulders provided on approaches. Thirty-foot roadway on structure.

Same as No. 1.

6. Herman Creek Bridge
FAS B-436, Hood River County
Structure Replacement

Thirty-foot roadway provided on structure.

Same as No. 1.

7. No. 1 Drain & Lost River Diversion Channel Bridges
Homedale Road, Klamath County
Structure Replacement

Thirty-three-foot, ten-inch roadway and four-foot, eight-inch sidewalks provided.

8. Camp Creek Road (E.W.E.B. Canal) Bridge
Camp Creek Road, Lane County
Bridge Replacement

Thirty-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Willamette River (Harrisburg) Bridge
Albany-Junction City Highway, Lane County
Painting

Same as No. 4.

10. Fremont Bridge
Stadium Freeway, Multnomah County
Structures

Same as No. 4

11. Pacific Highway West @ SW 53rd Ave
Pacific Highway West, Multnomah County
Traffic Signals

Intersection improvement. Depressed curbs being constructed for future curb ramps.

Same as No. 4.

12. Willamette River (Marquam) Bridge
Pacific Highway, Multnomah County
Appurtenances

Same as No. 4.

13. SW 170th Ave
Tualatin Valley Highway, Washington County
Grading & Paving

Four to six-foot shoulders provided on SW 170th. Five-foot AC sidewalks provided on TV Highway within project limits.

14. Jantzen Beach Information Center
Pacific Highway, Multnomah County
Buildings

Same as No. 4.

DES:lt

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

2869

Date 12-20-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Klamath Co Off-System Diversion Canal No 1 Etc File No.

Received (call) (~~visit~~) from Earl Kessler

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Assured him he qualified for full $250,000 project & he didn't need to apply for increase from a lesser application amount. He doesn't get Fed Funds for survey because of proceeding to soon. Present Est $262,000 per schedule

Signature G Kemer

N MU

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

7869

Section No. 1 Drain[illegible] Diversion Channel Brs. Progra[illegible]ing Estimate $ 268,000

Highway County Road (Homedale Road) Project Length —

County Klamath Completion Time 210 calendar days

Kind of Work Structures (2)

Prefix 218-193 FA Project No. 505-1800(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

12/20/78

Estimated Contract Amount $ 236,212.00

Anticipated Additional Items:

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 12/20/78

rector
Chief of Operations
sst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
counting (Highway)
Administrative Services
Chief Counsel
mmission Services
onstruction
Data Processing (Trans. Bldg.)
ployee Development
Engineering (Design)
Environmental
uipment Shops & Storeroom
nance (DOT)
HWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 4
District Number

ATTENTION: John Hagadorn

FROM: Proj. Mngt.

COMMENTS: Please forward info to County.

Form 731-0022 (7/78) SP*70682-734

$ —0—

$ 236,212.–

[illegible] 10,629.54

Engineering (9 %) 21,259.08

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 268,100.62

APPROVED

Est. PE [illegible] 5,500.00

273,600.62

Less PE Adv. Deposit 800.00

Less Federal [illegible] 215,000.00

Est County [illegible] 57,800.62

Road Design Engineer

Section No. 1 Drain & Lost Ri Diversion Channel Brs. Progr ning Estimate $ 268,000

Highway County Road (Homedale Road) Project Length

County Klamath Completion Time 210 calendar days

Kind of Work Structures (2)

Prefix 218 - 1938 FA Project No. 505 - 1800(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 236,212 00

Anticipated Additional Items:
Royalty Payment
Building Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Install Water Meter
Furnish Water
Laboratory Fees
On the Job Trainees
State Responsibility for Damages
Signal Controller Testing
Bikeway Signs
Furnish Mail Box Posts
Adjust Utilities
Misc. Permit Fees

$ -0-

$ 236,212 -

Contingencies (4-1/2%) 10,629 54

Engineering (9 %) 21,259 08

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 268,100 62

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 12-15-78

Section No. 1 Drain & Lost River Drainage Channel Br.
County Klamath
Kind Of Work Structures
Length -
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	17,500
	Bridge No. 16360					
	Bridge Removal Work		Lump Sum	All	Lump Sum	12,000
	Structure Excavation		Cu. Yd.	190	20-	3,800-
	Furnish 16" Prestressed Concrete Piling		Lin. Ft.	180	14-	2,520-
	Furnish HP 10x42 Steel Piling		Lin. Ft.	120	20-	2,400-
	Drive Composite Piles		Each	10	450-	4,500-
	Structural Concrete, Class 3300 (90 @ 230)		Lump Su.	All	Lump Sum	20,700-
	4'x35'/40' Prestressed Slabs		Each	33	2,400	79,200
	Reinforcement (9,500 @ 0.40)		Lump Sum	All	Lump Sum	3,800-
	Pedestrian Handrail		Lin. Ft.	252	40-	10,080
	Guard Rail, Type 2A		Lin. Ft.	75	10-	750
	Rail End Pieces, Type B		Each	4	100-	400
	Metal Rail with Tubing		Lin. Ft.	225	45-	10,125
	Asphalt Membrane		Sq. Yd.	577	11-	6,347

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 12-14-78

Section No. 1 Drain & Lost River Diversion Channel Brs.
County Klamath
Kind Of Work Structures (2)
Length —
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Bridge No. 16361					
	Bridge Removal Work		Lump Sum	All	Lump Sum	6,100-
	Structure Excavation		Cu.Yd.	160	20-	3,200-
	Structural Concrete (60@ 230)		Lump Sum	All	Lump Sum	13,800-
	4'x 50'/55' Prestressed Slabs		Each	8	3,600	28,800
	Reinforcement (4,800@ 0.40)		Lump Sum	All	Lump Sum	1,920-
	Guard Rail, Type 2A		Lin.Ft.	75	10-	750-
	Rail End Pieces, Type B		Each	4	100-	400-
	Metal Rail with Tubing		Lin.Ft.	113	45-	5,085
	Asphalt Membrane		Sq.Yd.	185	11-	2,035
	Total					236,212-

```
                                  218   1917      920      00 P 1
                                  218   1917      921      00 P 1
                                                  TOT      P1                                   .14CR
                                                  TOT      N1                                   .14
                                               ** JOB TOTALS **                 **              **

   BNRR XING @ ALTAMONT DR      CONT NO        FA PROJ NOS RRS 221001 100
                                  218   1927      296      00 N 9
                                  218   1927      298      00 N 9
                                  218   1927      901      00 P 1
                                  218   1927      905      00 P 1
                                                  TOT      P1
                                               ** JOB TOTALS **                 **              **

   BNRR XING @ ADAMS PT RD      CONT NO        FA PROJ NOS RR000GS042 100
                                  218   1933      901      00 P 1
                                  218   1933      905      00 P 1
                                                  TOT      P1
                                               ** JOB TOTALS **                 **              **

   WI DRAIN & LOST RIV BR       CONT NO        FA PROJ NOS SOS 000002 100
                                  218   1938      296      00 N 9        7.77CR          2,990.61CR
                                  218   1938      298      00 N 9        7.77            2,990.61
                                  218   1938      910      00 P 1                          297.45
                                  218   1938      915      00 P 1      271.55              271.55
                                  218   1938      918      00 P 1
                                  218   1938      922      00 P 1                            9.06
                                  218   1938      926      00 P 1                        2,565.79
                                                  TOT      P1          271.55            3,143.85
                                               ** JOB TOTALS **        271.55   **       3,143.85   **

   BNRR XING @ HOMEDALE RD      CONT NO        FA PROJ NOS RRO 00S045 100
                                  218   1940      296      00 N 9       67.22CR            111.41CR



TOTAL TO DATE JOB COST SUMMARY                                               NOVEMBER 1978
                                                                                FISCAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE
                                  218   1940      298      00 N 9       67.22              111.41
                                  218   1940      901      00 P 1                           71.69
                                  218   1940      905      00 P 1                           52.10
                                                  TOT      P1                              123.79
                                               ** JOB TOTALS **                 **         123.79   **

   LANE COUNTY PV MARKINGS PROJ  CONT NO       FA PROJ NOS PMS 00S081 100
                                  219   1923      296      00 N 9       30.26CR             30.26CR
                                  219   1923      298      00 N 9       30.26               30.26
                                  219   1923      905      00 P 1       91.01              121.27
                                                  TOT      P1           91.01              121.27
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                                                                                  31.30
8    1917      920       00 P 1                                                  542.78
     1917      921       00 P 1                                   .14CR       14,894.14
               TOT       P1                                       .14               .14
               TOT       N1                                            **     14,894.28  **
            ** JOB TOTALS **                      **

                                                                                 00       STATE
0          FA PROJ NOS RRS 221001 100                                          2,706.53CR
8    1927      296       00 N 9                                                2,706.63
8    1927      298       00 N 9                                                2,936.86
8    1927      901       00 P 1                                                   70.40
8    1927      906       00 P 1                                                3,007.26
               TOT       P1                                            **      3,007.26  **
            ** JOB TOTALS **                      **

                                                                                 00       STATE
NO         FA PROJ NOS RR0000S042 100                                          1,289.90
18   1933      901       00 P 1                                                  104.91
18   1933      906       00 P 1                                                1,394.81
               TOT       P1                                            **      1,394.81  **
            ** JOB TOTALS **                      **

                                                                                          STATE
NO         FA PROJ NOS SOS 800002 100       7.72CR          2,990.61CR         2,990.61CR
218  1938      296       00 N 9             7.77            2,990.61           2,990.61
     1938      298       00 N 9                               297.45             297.45
     1938      910       00 P 1           271.55              271.55             271.55
     1938      915       00 P 1                                                  613.26
     1938      918       00 P 1                                 9.06               9.06
     1938      922       00 P 1                             2,565.79           2,565.79
218  1938      926       00 P 1                             3,143.85           3,757.11
               TOT       P1               271.55            3,143.85           3,757.11  **
            ** JOB TOTALS **              271.55  **        3,143.85  **

                                                                                          STATE
NO         FA PROJ NOS RRO 00S045 100      67.22CR            111.41CR           111.41CR
218  1940      296       00 N 9


                                                  NOVEMBER 1978          PAGE  572

                                                               FISCAL          GRAND TOTAL
   PREFIX          FUNCTION   GR   CURRENT MONTH           YEAR TO DATE          TO DATE
                                           67.22                111.41           111.41
218  1940      298       00 N 9                                  71.69            71.69
218  1940      901       00 P 1                                  52.10            52.10
218  1940      906       00 P 1                                 123.79           123.79
               TOT       P1                                     123.79  **       123.79  **
            ** JOB TOTALS **                      **

                                                                                          STATE
 NO        FA PROJ NOS PAS 00S081 100      30.26CR             30.26CR            30.26CR
219  1923      296       00 N 9            30.26               30.26              30.26
219  1923      298       00 N 9            91.01              121.27             121.27
219  1923      906       00 P 1            91.01              121.27             121.27
               TOT       P1
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8869 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Memorandum

SUBJECT: SOS-1800(2)
Lost River Diversion Channel & No. 1 Drain Bridges
Homedale Road, Klamath County
Bridges 16360 and 16361

DATE: December 15, 1978

In reply refer to: HBR-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

We received your advance preliminary plan submittal of these two structures December 8, 1978.

We have no objection to what is proposed except with respect to the overlay. The deck should be waterproofed either with the AC overlay or separately. Experience have shown that almost all structures in Klamath County eventually have deck problems due to deterioration or "pop-out" spalling. For this reason, Federal-aid bridge projects should have deck protection.

for G. L. Green

cc:
ODOT (W J Hart)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
DEC 22 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8869

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale Allen
Region 4 Engineer

DATE: December 7, 1978

SUBJECT:
Lost R. Diversion Channel
and No. 1 Drain Bridges
Homedale Road
Klamath County
Bridges 16360 and 16361

FROM: TC Thompson
T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are two reduced prints of drawings 33949, 33950, and 34000 which are the advance detail drawings for these structures.

Our present estimate of costs for this contract is as follows:

Grading and Paving	By others
Structures	$202,000
Engineering & Contingencies	41,000
Total	$243,000

It is planned to call for bids January 25, 1979.

Please field review, make your comments and/or corrections on one set, and return it to us by December 18, 1978.

OMP:dh
Enclosures

cc Francis Roberts (Klamath County) /w/ 2 sets encls.

H. A. Schell /w/ 2 sets encls.
Specifications Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encl.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
Wayne Cobine /w/ 1 set encls.

PROJECT MANAGEMENT
CCE ☐ OM ☐
TAE ☐
DEC 1978

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2018

1 1-15

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 505-1800(2)
Project Name No. 1 DRAIN & Lost River Diversion Channel Bridges
Homedale Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

C.C. DE Swan
Roger Trygstad
C.T. Kessey

Signed at Klamath Falls, Oregon, this 1 day of Sept, 1978

County of Klamath

County Judge/Chairman

Floyd L Wagner
Commissioner

Floyd Gift
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 11-27-78

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8869

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: November 20, 1978

FROM: Dettmar W. Jones D.W. Jones
Staff Auditor

SUBJECT: Audit Report
Klamath County
FAP #SOS-1800(2)

Definition Statement

This project called for design and construction of the Number 1 Drain and Lost River Diversion Channel bridges section of Homedale Road. By negotiated Agreement #6424 it was to be financed cooperatively by State and County, using federal "off-system" funding. County was to provide preliminary engineering. FHWA approval was effective March 16, 1978 for total costs not to exceed $5,500.

County submitted a billing for $1,142.39 in May.

Analysis

On October 24, 1978 I met with Francis Roberts to examine County project cost records. The costs billed were reasonable and allocable, but were not allowable. They were all incurred prior to March 9, 1978, a full week before FHWA authorization.

I discussed the date of authorization thoroughly with Mr. Roberts and with several OSHD persons involved in the project. There appears to have been no written authorization by State to the County other than the basic Agreement. When County officials signed that Agreement in February they considered it their authority to begin work.

The Agreement contains no statement to the contrary. Since County was providing preliminary engineering services, no advance deposit was required except for State monitoring costs.

Conclusion

I recommend no payment to County for the entire $1,142.39 billed.

I further recommended in discussions with Gerald Wimer, Local Government Manager, that authorization procedures be specifically addressed in future Agreements and in negotiations with all "third parties."

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:cw

cc: G.W. Wimer ✓
R.J. Hacek

cc Dale Allen
John Hagedorn
Marion Holmes ✓
Hal Reynoldson

copies sent 11/27/78 pf

81-125-1387

8869

8

STATE OF OREGON

INTEROFFICE MEMO

TO: John Hagedorn, Region IV

DATE: November 6, 1978

FROM: Gerald W. Wimer
Local Government Manager

ORIGINAL SIGNED BY
G. W. WIMER

SUBJECT: Klamath Co. Survey Billing
No. 1 Drain & Lost R. Diversion Channel Bridges

Your predescessor submitted the attached $1,142.39 billing to Accounting May 11. Klamath County seemingly proceeded with this survey work based on the agreement C. W. Head sent to them February 15. They surveyed from February 21 to March 9.

However, FHWA approval came March 16. Det Jones says this precludes FHWA participation. Verbally he indicated he believes we have an obligation. He thought 86 percent State funding appropriate. Your recommendation would be needed as well as administrative dispensation to do so.

My thoughts go two directions:

1) Future agreements need better definition for Local Governments not to proceed before they make required deposits and FHWA authorizes proceeding. Local Government Section intends to so write future agreements. Region Federal Aid Engineers need to continue spreading the work particularly when transmitting the agreement for signature. Federal Aid Engineers also need to notify Local Government when they can proceed. We have no record of such for this project.

2) The estimate for this Klamath County project presently exceeds the maximum $250,000 limit in which the master AOC-LOC Agreement allocates SOS funds to county projects. This means some 100 per cent county funds anyway.

Please personally take a formal denial of the billing to appropriate County personnel and explain the matter to them.

GWW:dmc
Enc.
cc: Cecil Head-We'll cover matter in future agreements
and not clutter your transmitted letters.
Det Jones

NOTED
C. W. HEAD

```
                                          TOT        P1                        .14CR              .14CR
                                          TOT        M1                        .14                .14
                                       ** JOB TOTALS **                                **                 **

BNRR XING @ ALTAMONT DR        CONT NO        FA PROJ NOS RRS 221001 100
                                 218    1927      296        00 M 9
                                 218    1927      298        00 M 9
                                 218    1927      901        00 P 1
                                 218    1927      905        00 P 1
                                                  TOT        P1
                                       ** JOB TOTALS **                                **                 **

BNRR XING @ ADAMS PT RD        CONT NO        FA PROJ NOS RR0000S042 100
                                 218    1933      901        00 P 1
                                 218    1933      905        00 P 1
                                                  TOT        P1
                                       ** JOB TOTALS **                                **                 **

#1 DRAIN & LOST RIV BR         CONT NO        FA PROJ NOS SOS 800002 100
                                 218    1938      296        00 M 9       1,478.68CR          2,466.26CR
                                 218    1938      298        00 M 9       1,478.68            2,466.26
                                 218    1938      910        00 P 1                             297.45
                                 218    1938      918        00 P 1
                                 218    1938      926        00 P 1       1,080.84CR          2,565.79
                                                  TOT        P1           1,080.84CR          2,863.24
                                       ** JOB TOTALS **                   1,080.84CR**        2,863.24   **
```

264,000 Cont. Est

3,500 — PE

$267,500

```
TOTAL TO DATE JOB COST SUMMARY                                                   SEPTEMBER 1978
                                                                                       FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE

  BNRR XING @ HOMEDALE RD        CONT NO        FA PROJ NOS RRO 00S045 100
                                   218    1940      905        00 P 1        24.00              49.10
                                                    TOT        P1            24.00              49.10
                                         ** JOB TOTALS **                    24.00  **          49.10  **

  SPRR XING @ HAMPTON RD         CONT NO        FA PROJ NOS RRO 00S014 100
                                   220    1916      901        00 P 1
                                   220    1916      905        00 P 1
                                                    TOT        P1
                                         ** JOB TOTALS **                           **                 **

  BELT LINE RD/DELTA HWY         CONT NO        FA PROJ NOS RRS 00S016 100
```

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                  TOT      P1                     .14CR            .14CR        14,894.14
                  TOT      M1                     .14              .14              .14
                ** JOB TOTALS **                          **               **   14,894.28  **

CONT NO          FA PROJ NOS RRS 221001 100                                             00     STATE
   218     1927    296      00 M 9                                              2,706.53CR
   218     1927    298      00 M 9                                              2,706.53
   218     1927    901      00 P 1                                              2,936.86
   218     1927    905      00 P 1                                                 70.40
                   TOT      P1                                                  3,007.26
                ** JOB TOTALS **                          **               **   3,007.26  **

CONT NO          FA PROJ NOS RRO000S042 100                                             00     STATE
   218     1933    901      00 P 1                                              1,289.90
   218     1933    906      00 P 1                                                104.91
                   TOT      P1                                                  1,394.81
                ** JOB TOTALS **                          **               **   1,394.81  **

CONT NO          FA PROJ NOS SOS 000002 100                                                    STATE
   218     1938    296      00 M 9         1,478.68CR       2,466.26CR          2,466.26CR
   218     1938    298      00 M 9         1,478.68         2,466.26            2,466.26
   218     1938    910      00 P 1                            297.45              297.45
   218     1938    918      00 P 1                                                613.26
   218     1938    926      00 P 1         1,080.84CR       2,565.79            2,565.79
                   TOT      P1             1,080.84CR       2,863.24            3,476.50
                ** JOB TOTALS **           1,080.84CR**     2,863.24   **       3,476.50  **
```

,000 Cnst. Est

500 — PE

,500

```
                                                  SEPTEMBER 1978          PAGE  543
                                                       FISCAL            GRAND TOTAL
        PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE          TO DATE

CONT NO          FA PROJ NOS RRO 00S045 100                                                    STATE
   218     1940    906      00 P 1            24.00            49.10               49.10
                   TOT      P1                24.00            49.10               49.10
                ** JOB TOTALS **              24.00  **        49.10   **          49.10  **

CONT NO          FA PROJ NOS RRO 00S014 100                                             00     STATE
   220     1916    901      00 P 1                                                245.06
   220     1916    906      00 P 1                                                 56.81
                   TOT      P1                                                    301.87
                ** JOB TOTALS **                     **               **          301.87  **

CONT NO          FA PROJ NOS RRS 00S016 100                                             00     STATE
```

8867

PROJECT MANAGEMENT OFFICE MEMO

Date 10-30-78

Subject Klamath Co SOS (No. 1 Drain Dist) File No. ____

Received (call) (~~visit~~) from Det Jones

Address ____

Made (call) (visit) to ____ Phone ____

Reason for contact and general discussion:

County surveyed 2-21-78 to 3-9-78 at cost of $1142. They want reimbursement and submitted appropriate bills. However authorization to proceed from FHWA came 3-16-78. He sympathizes considering County signed agreement 2-13 (or 15?)-78. Region sent no notice (even belatedly) to proceed. Promised to review w/Region. He believes we have an obligation to County. From my viewpoint we need to let the Local Gov know not to proceed

Signature G Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: PME LGE OPE FAE CCE OM Other

ROUTING SLIP

Date: 10-30

DEPARTMENT OF TRANSPORTATION

Director

Chief of Operations

Asst. Dir.-Administration

Asst. Dir.-Transportation Policy & Program Develop.

Accounting (Highway)

Administrative Services

Chief Counsel

Commission Services

Computer Center (Lana Ave.)

Construction

Data Processing (Transp.Bldg.)

Employee Development

Engineering (Design)

Environmental

Equipment Shops

Finance (DOT)

FHWA

General Files

General Services (DOT)

Information Systems (Lana Ave.)

Landscape

Library

Location

Mail Room

Materials & Research

Motor Vehicles

Organization & Manpower Services

Parks & Recreation

Permits & Weighmaster

Personnel Operations

Photocopy

[✓ Proj. Mgmt. & Operations Planning]

Public Affairs

Public Transit

Radio

Right of Way

Safety & Health Services

Sign Shop

State Highway Engineer

Structures

Technical Services Engineer

Traffic Support Services

Transportation Policy & Program Development

Travel Information

Utilities

Metropolitan

Region Number ____

District Number ____

ATTENTION: Gerry Wimer

FROM: Acctng. (Dett Jones)

Per phone today:

① FHWA auth. date 3/16/78

② County worked 2/21 - 3/9

③ I find no letter authorizing County to proceed.

D.

Form 81-73-0022 (7/77)

Klamath County Road Department
Veterans Memorial Building
Klamath Falls, Oregon 97601
(503) 882-2501 Ext. 258

Invoice

Customer's Order

Date

SOLD TO
Larry Asburry
Regional Federal Aid Engineer
P.O. Box 1249
Bend, Oregon 97701

SHIPPED TO

DATE SHIPPED	SHIPPED VIA	TERMS	F.O.B.	SALESMAN

February 21 - March 9, 1978

~~Stacey Bridges~~

Final billing for preliminary engineering.

No. 1 Drain and Lost River Diversion Channel Bridges
Homedale Road
Klamath County
FA No. SOS-1800 (2)
Prefix No. ~~218-1938~~ GRIP
418-1945-903 ④

approved 5-11-78

1142 39

Rediform
7S 730
Poly Pak (50 sets) 7P730

INVOICE

8569

STATE OF OREG

INTERO CE MEMO

TO: Mr. Dale Allen
Region 4 Engineer

DATE: September 21, 1978

SUBJECT:
No. 1 Drain Bridge
Lost River Diversion Channel Bridge
Homedale Road
Klamath County
Bridges 16361 and 16360

TC Thompson

FROM: T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are four prints of drawings 33877 and 33878, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $264,000.

These are being sent to you to obtain Klamath County's approval. Please return one set to this office as soon as possible with the County Commissioner's approval stamped thereon.

It is planned to call for bids on this section on January 25, 1979.

OMP:dh

cc H. A. Schell /w/ 1
Engineering /w/ 1
County-City

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CFE ☑
SEP 21 1978
Prange Reynaldson
File: PM FA
LG OP
TAA

81-125-1387

8869

Klamath

81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 218-1938

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
June 22, 1978

FROM: L. R. Asburry
Region Federal Aid Engineer

TO: MEMO TO THE FILE:

SUBJECT: No. 1 Drain & Lost River Diversion Channel Bridges
Homedale Road
Klamath County

Earl Kessler, Klamath County Engineer, informed me by telephone this date that County forces will construct the approaches to the bridge.

____Versteeg____
I Christensen____
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____
____Savage____

RECEIVED
JUN 23 1978
ENGINEERING SECTION

____Trout____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

LRA:pw

cc: Lyle Watson ✓
Wayne Cobine

REFERRED TO
____Beard____ Stoudenmeyer____
____Cole____ Sample____
____Eriksen____ ✓ Watson____
____Hager____ Dorn____ Lau____
[✓ Return] Discuss Do File Copy Duo____
BY FINAL DESIGN ENGINEER

Rec'd [illegible]

Preliminary Cost of Structures $264,000.00 (County & FHWA notified by Ollie Parent)

Signing will be included in Specs (Road to be closed)

11/16/78

8869

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
June 20, 1978

FILE: 218-1938

FROM: L. R. Asburry
Region Federal Aid Engineer

TO:
V. E. Skoog
Highway Controller
Accounting Section

SUBJECT: No. 1 Drain & Lost River Diversion
Channel Bridges
Homedale Road - Klamath County
Prefix: 218-1938

Enclosed is a check from Klamath County in the amount of $23,000.00. This deposit is a partial of the advance deposit for the subject project.

The County budgeted the $23,000.00 for this biennium and therefore wanted to make the deposit prior to July 1, 1978.

Please deposit the check in the proper account so the County will be credited with it when advance deposit for construction is requested.

LRA:pw
Enclosure

cc: Gerald Wimer
Project Management

PROJECT MANAGEMENT
PME
LCE
CCE ☐
FAE ☐
OM ☐
OPE ☐
JUN 21 1978
TAA HAL
File: PM FA
LG OP

Date 6/9/78 **PROJECT MANAGEMENT OFFICE MEMO** (1978)

Subject Advance Deposit, 303 Project, Klamath Co. File No. ________

Received (call) (visit) from ________________

Rec'd $23,000 6/22/78

Address Region 4, BEND

Made (call) ~~(visit)~~ to LARRY ASBURRY Phone 382-1911

Reason for contact and general discussion: County wants to make their AD for the No1 Drain & Lost River Diversion Channel Bridge prior to June 30, 1978 (Scheduled for Nov. 16 '78). Told Larry that Accounting frowned on such practices however if the County happens to have $40,000 we would not turn it down. Billing is not necessary. County will send AD to Local Gov't. Sect. and we will send it to finance. $40,000 AD based on attached estimates.

AD464

C.C. Larry Asburry 6/9

Signature Robert H

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: [✓ PME] [✓ LGE] OPE FAE CCE OM [✓ Other HAL]

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Br. Nos. 830-3 & 830-4 Application Est. = 165,000

		(My Est.)	(Br. Est.)
830-3	32' × 63' = 2016□ × $40/sq. ft.	= $80,000	$76,000
830-4	44' × 118' = 5192 × 40	= $208,000	$196,000
	Tota	= $288,000	$272,000
	14%	= $40,320	$38,080

8869

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 218-1938

Bend, Oregon 97701

June 2, 1978

FROM: L. R. Asburry
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: No. 1 Drain & Lost River Diversion
Channel Bridge, Homedale Road
Klamath County
Prefix: 218-1938

Klamath County Engineer Earl Kessler has requested that the County be billed for the advance deposit for construction on the subject project, prior to June 30, 1978. This is due to the County's budgeting procedures. They had budgeted this deposit for the current fiscal year.

Please take the necessary steps to have the Accounting Section bill the County.

LRA:pw

PROJECT MANAGEMENT
CCE ☐ OM ☐
FAE ☐ CFE ☐
JUN 5 1978
Reynoldson
File: PM FA
LG OP

8867.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

April 26, 1978

David W. Bryson

FROM: David W. Bryson
Hydraulics Specialist

TO: F I L E

SUBJECT: No. 1 Drain and Lost River
Diversion Channel
Homedale Road
Klamath County

The proposed project will replace an existing 63-foot timber structure which spans the No. 1 drain and an existing 118-foot timber structure which spans the Lost River Diversion Channel.

Lost River Diversion Channel

The Lost River Diversion Channel is a man-made canal used to divert water from Lost River to Klamath River. At times direction of flow is reversed and water is diverted from Klamath River to Lost River.

Fifty years of discharge records are available from gage number 11-4860 which was maintained by the Bureau of Reclamation. From these records the maximum discharge to occur was 3140 cfs which was chosen as the design flood. The channel was originally designed to convey 3000 cfs. A discharge of 3140 cfs corresponds to a highwater elevation of 101.0 feet (assumed datum).

The original design section for the channel was a trapezoidal section with a 60-foot bottom and 2:1 side slopes. It is suggested that the replacement structure be long enough so the design section plus two feet of freeboard above design highwater can be maintained at the bridge site in case the channel is cleaned at a later date. No hydraulic problems are expected with the construction of a two- or three-span structure.

Because of the low velocity (4 feet per second), it is felt that no riprap protection will be required.

The Bureau of Reclamation has no plans to modify the channel over the original design.

No. 1 Drain

The No. 1 drain is a man-made canal which acts as a "drain" for the adjacent irrigated land. There are two forks to the No. 1 drain.

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
APR 27 1978
File: PM FA
TAA Reynoldson LG OP

One fork runs north-south and collects storm runoff from a portion of the Klamath Falls urban area plus storm runoff or excess irrigation water from the surrounding farmland. The other fork runs west-east and collects storm runoff or excess irrigation water from the surrounding farmland.

Efforts are currently being made to establish a water commission composed of the Bureau of Reclamation, Klamath County, City of Klamath Falls and the Klamath Irrigation District. Apparently some problems have arisen concerning the No. 1 drain which will be handled by the proposed water commission. There is the possibility that the canal could be modified in future depending upon what recommendations are made by the proposed water commission, but when or what will be done is unknown at this time. The above information was provided by Ray Bidegary, City Engineer for Klamath Falls.

The design discharge of 300 cfs was estimated from channel properties and corresponds to a highwater elevation of 90.2 feet (assumed datum). The current channel section has a 20-foot bottom with 1½:1 side slopes and should be maintained at the bridge site. A single span bridge is preferred by the Bureau of Reclamation.

The possibility of replacing the bridge with a culvert was discussed with Bob Hamilton of the Bureau of Reclamation who owns the canal. He stated that the Bureau of Reclamation is against replacing the bridge with a culvert since there is the possibility that some modifications may be done to the channel and the culvert would be a constriction in the channel.

Because of the low velocity (2.5 feet per second), it is felt that no riprap protection will be required.

DWB:mc

cc Frank E. Terpin
W. J. Hart
D. O. Christensen
Don Harwell
Gary A. Potter
Jack Davis
Dale D. Allen

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	300	N.A.	N.A.
Discharge - m³/s			
Frequency - yrs.	N.A.	100	
H.W. Elevation Natural Channel ft.	90.2	N.A.	N.A.
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	2.5	N.A.	N.A.
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

No. 1 Drain
Homedale Road
Klamath County

COMPILED BY: Dave Bryson

DATE: April 19, 1978

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs m^3/s	3140	N.A.	N.A.
Frequency - yrs.	N.A.	100	N.A.
H.W. Elevation Natural Channel ft. m.	101.0	N.A.	N.A.
H.W. Elevation Channel Change ft. m.			
Average Velocity - fps mps	4.1	N.A.	N.A.

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Lost River Diversion Channel
Homedale Road
Klamath County

COMPILED BY: Dave Bryson
DATE: April 18, 1978

8869

J

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-1800(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80195

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Non Federal aid
3-16-78	3-16-78	STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"No. 1 Drain & Lost River Diversion Channel (Homedale Road) Bridges"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and two Structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ XX PREPARATION : Including archeological salvage TEC NTE $5,500, Fed Funds $4,700.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-1-78 letter you are authorized to proceed with action necessary to advance the physical construction provided for by the above project at a total estimated cost of $160,000, Federal funds $137,200 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

Swan
3/27

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-16-78	G. K. H[illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3267

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 10, 1978

TO Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT General Permit for Fills in Navigable Waters
Section: Number 1 Drain-Lost River
Highway: Homedale Road
County: Klamath

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Section, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary A. Potter
~~C. T. Keasey~~
D. E. Keyes

REFERRED TO
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8869
Rev. 6/6/75

Safer Off-System Roads
COUNTY ROAD ~~FAS~~ PROJECT REQUEST

Name of County Klamath ~~FAS No.~~ Date September 10, 1976
County Road Name Homedale Road
Section Name
Type of Project Two Bridges - 830-3 Number 1 Drain, 830-4 Lost River Diversion Channel
Location of Project (Attach sketch map)
ADT 500 Design Speed 55 mph

Is this request for county bridge design only? Yes XX No
county FAS bridge design? Yes No XX
Will County hire consultant for this project? Yes No XX

I. **PROPOSED ROAD PROJECT DATA**

1. Traveled Surface: Type
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width

2. Shoulders: Type
(AC, Pug Cold Mix, Oil Mat)
Width Each Side Total Top Width

3. Grading and Drainage:
By County County Date of Completion By Contract

4. Bottom Base Course:
By County County Date of Completion By Contract
Has base design been given to County? Yes No
Will it be furnished? Yes No

5. Leveling Course:
By County County Date of Completion By Contract

6. Binder Course:
By County County Date of Completion By Contract

7. Traveled Surface and Shoulders:
By County County Date of Completion By Contract

8. Clearing:
By County County Date of Completion By Contract

9. Curbs:
Curbs Required? Yes No
Type Desired
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs

RECEIVED
COUNTY & CITY SECTION
SEP 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population________________ Area exempt from bike law___________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract______________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired______________________________

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain______________________________

Remarks re Section I:______________________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Number One Drain
2. Name of bridge 830-3

3a. Dimensions of existing bridge. Length 62^{9} Roadway Width 24^{3} Type Wood
b. Dimensions of existing approaches. Type A/C Width 22 Shoulders 3

4. Type of design and material used in existing bridge.
H-20 - Wood

5. Location (please attach map with location marked):
Section 25 Township 39S Range 9E., W.M.

6. Desired width of proposed bridge 32 Approx. length 63
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No X
Upstream __________ Downstream __________ Width __________

8. Does County wish a particular type of bridge design? Yes X No ______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No X
Explain

10. Foundation Testing: By County? Yes ______ No X
By State? Yes X No ______

11. Will County close road during construction? Yes X No ______

12. Can presently established road be used as detour? Yes ______ No X

13. Must a new detour be constructed? Yes ______ No X

14. Will detour be constructed & maintained by County: Yes ______ No X

15. Will detour be constructed & maintained by Contractor? Yes ______ No X

16. Will County sign project outside work area during construction? Yes ______ No X

17. Will Contractor sign project outside work area during construction? Yes X No ______

18. Approaches or Connections: By County? Yes ______ No X
By Contractor? Yes X No ______

Traveled surface: Type A/C Width 24
Shoulder surface: Type gravel Width 4
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No ______

N.W. quadrant distance from structure 40 feet
N.E. quadrant distance from structure 93 feet
S.W. quadrant distance from structure 0
S.E. quadrant distance from structure 45 feet

20. Guardrail: Desired on approaches or connections: Yes______ No__X____
By County______________ Contractor________________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No__X___
Use for detour? Yes______ No__X___
Removed by County? Yes______ No__X___
Removed by Contractor? Yes__X___ No______
Salvaged by Contractor for County? Yes______ No__X___
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No__X___
By Contractor? Yes__X___ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No__X___ Size__________
Company______________________________
b. Sanitary sewer mains: Yes______ No__X___ Size__________
Company______________________________
c. Storm sewer: Yes______ No__X___ Size__________
Company______________________________
d. Gas mains: Yes______ No__X___ Size__________
Company______________________________
e. Power lines: Yes______ No__X___ Size__________
Company______________________________
f. Telephone lines: Yes__X___ No______ Size__3 inch___
Company__Pacific Northwest Bell__________
g. Other Utilities:______________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes__X___ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No__X___

26. Does County wish complete job of illumination in project? Yes______ No__X___

27. Is project contingent upon other factors? Yes______ No__X___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired______

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain______

Remarks re Section I:______

II. BRIDGE PROJECT DATA

1. Name of river or stream Lost River Diversion Channel

2. Name of bridge 830-4

3a. Dimensions of existing bridge. Length 118^2 Roadway Width 24^2 Type Wood
b. Dimensions of existing approaches. Type A/C Width 22 Shoulders 3

4. Type of design and material used in existing bridge. H-20 Wood

5. Location (please attach map with location marked):______
Section 36 Township 39S Range 9E., W.M.

6. Desired width of proposed bridge 44 feet Approx. length 118 feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes X No ____
Upstream X Downstream X Width 5 feet

8. Does County wish a particular type of bridge design? Yes X No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No X
Explain ____

10. Foundation Testing: By County? Yes ____ No X
By State? Yes X No ____

11. Will County close road during construction? Yes X No ____

12. Can presently established road be used as detour? Yes ____ No X

13. Must a new detour be constructed? Yes ____ No X

14. Will detour be constructed & maintained by County: Yes ____ No X

15. Will detour be constructed & maintained by Contractor? Yes ____ No X

16. Will County sign project outside work area during construction? Yes ____ No X

17. Will Contractor sign project outside work area during construction? Yes X No ____

18. Approaches or Connections: By County? Yes ____ No X
By Contractor? Yes X No ____

Traveled surface: Type A/C Width 24
Shoulder surface: Type Gravel Width 4
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No ____

N.W. quadrant distance from structure 25 feet & 175 feet
N.E. quadrant distance from structure 25 feet & 75 feet
S.W. quadrant distance from structure 40 feet & 75 feet
S.E. quadrant distance from structure 20 feet & 80 feet

20. Guardrail: Desired on approaches or connections: Yes______ No X_____
By County______________ Contractor______________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No X_____
Use for detour? Yes______ No X_____
Removed by County? Yes______ No X_____
Removed by Contractor? Yes X_____ No______
Salvaged by Contractor for County? Yes______ No X_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No X_____
By Contractor? Yes X_____ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No x_____ Size__________
Company______________________________
b. Sanitary sewer mains: Yes______ No X_____ Size__________
Company______________________________
c. Storm sewer: Yes______ No X_____ Size__________
Company______________________________
d. Gas mains: Yes______ No X_____ Size__________
Company______________________________
e. Power lines: Yes______ No X_____ Size__________
Company______________________________
f. Telephone lines: Yes X_____ No______ Size__________
Company Pacific Northwest Bell
g. Other Utilities:______________________________

24. Does County wish provisions made for future utility attachment to structure? Yes X_____ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No X_____

26. Does County wish complete job of illumination in project? Yes______ No X_____

27. Is project contingent upon other factors? Yes______ No X_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

Remarks re Section II: Two structures are within 35/100 of a mile of each other with no connecting road intersecting between the two structures and their proximity to each other, we feel, makes them one project. Both bridges will be constructed under one contract. No approach guardrails on either bridge because of side driveway approaches used by ditchriders.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ___ No X
   By Consultant? Yes ___ No X
   By County? Yes X No ___
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ___ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No ___
   By Consultant? Yes ___ No X
   By County? Yes ___ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ___ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ___ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ______________________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Minimum 60

2. Is any additional right of way needed? Yes______ No XX
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes______ No______

4. Should State negotiate and acquire right of way in behalf of County? Yes______ No______

5. Should State prepare options? Yes______ No______

6. Should material source site be included in right-of-way descriptions? Yes______ No______

7. Is there any merchantable timber on right of way? Yes______ No______

8. Will timber be reserved for owner? Yes______ No______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes______ No______

10. Is a hearing necessary? Yes______ No______
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes______ No______
If yes, give type and name of utility company:______________________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes______ No______
If yes, give type and name of utility company:______________________________

13. Are utilities on existing right of way by permit_____or by franchise_____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes______ No______
If yes, give name of irrigation company or district______________________
and dates between which water can be turned off: From__________________
To______________________

15. Are there any railroad crossings? Yes______ No______

16. Name of Railroad ____

17. Number of tracks: Mainline __________ Siding __________ Total __________

18. Sight Distance: ____________________ (Left) ____________________ (Right)

19. Number of Trains: Passenger __________________ Speed ________________
Freight __________________ Speed ________________

20. Angle of Intersection: ____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ________________ Automatic bell __________ Gates ________

23. Proposed Protection: ____
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No ______

25. Will railroad crossing be altered: Yes ______ No ______
If yes, specify: ____

26. Traffic Control Signing:
To be part of project? Yes ______ No ______
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No ______
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing date? Yes ______ No ______

29. Will P.U.C. application be made by State __________ or County __________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No ______

Remarks re Section IV: ____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel________ Quarry________ Cinders________
2. Owner: County________ State________ Private________ Other________
3. Location:________ Section________ Township________ Range________W.M.
4. If County lease, what are royalty payments?________
5. Materials furnished by County: Borrow________ Select Topping________
   Base Course________ Level Course________ Mineral Aggregates________
   Location________
   Miscellaneous Items________

Remarks re Section V:\________

VI. FINANCIAL DATA

830-3 - No. 1 Drain

1. Estimated Cost: $ 45,000.00
2. Available ~~FAS~~ Off-System Funds $ 250,000.00
3. Does County wish advancement of future Federal funds? Yes____ No X
   Amount________
4. Date match money is available July 1, 1977
5. Will there be any 100% County money? Yes____ No X
6. Maximum amount of 100% County money available: $ None
7. Date County request letting: July, 1977

Remarks re Section VI:________

V. MATERIAL SOURCES DATA

1. Gravel ____ Quarry ____ Cinders ____
2. Owner: County ____ State ____ Private ____ Other ____
3. Location: ____ Section ____ Township ____ Range ____ W.M.
4. If County lease, what are royalty payments? ____
5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Aggregates ____
   Location ____
   Miscellaneous Items ____

Remarks re Section V: ____

VI. FINANCIAL DATA

830-4 - Lost River Diversion Channel

1. Estimated Cost: $ 120,000.00
2. Available Off-System Funds $ 250,000.00
3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount ____
4. Date match money is available July 1, 1977
5. Will there be any 100% County money? Yes ____ No X
6. Maximum amount of 100% County money available: $ None
7. Date County request letting: July, 1977

Remarks re Section VI: Total estimated cost of 830-3 and 830-4 is $165,000.00

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Klamath County Public Works Department Office
2.	Environmental	Klamath County Public Works Department Office
3.	Public Hearing	Klamath County Public Works Department Office

Remarks re Section VII: ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Raymond P. Thorne
County Judge or Comm. Chairman

By Bryan [illegible]
County Commissioner

By Floyd Gift
County Commissioner

By __________
County Engineer of Roadmaster

County Klamath

Date 9-10-76

8867

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Section Manager

SUBJECT: Project Data Submission
Item No. 80195
Project No. SOS-1800(2)
No. 1 Drain & Lost River Diversion Channel
(Homedale Road) Bridges
Klamath County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1. Authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $5,500 with an obligation of $4,700 in federal funds.
2. Authorization for construction at an estimated total cost of $160,000 with an obligation of $137,200 in federal funds.

CL:dpy

cc: Dale Allen (Region 4)
H. Reynoldon

AD 395

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-**
DATE SUBMITTED TO W.O.	3/1/78	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65 Co. Rd., approx. 1/4 mi. S. of SCL. Klamath Falls	**ADT**	PRESENT 500	FUTURE (66) N/A

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26 62 P.E. Two Bridges	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)

CARD	CLASS OF FEDERAL FUNDS Safer Off System Roads	COUNTY NAME	
	NAME OF URBAN AREA 17-31 -	ROUTE NO. N	FED

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PR TOTAL ESTIMATED COST	FEDERAL
1	(14-15)	(15	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.03	5,500	4,700
5					**ROW**					
5					**CONST** (CODE) X081		"No. 1 Drain & Lost River Diversion Channel (Homedale Rd.) Bridges"	0.03	160,000	137,200

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.03	165,500	141,900
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 500	FUTURE N/A	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 680	ITEM NO. 80195

CY:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR:

PROJECT NUMBER
PREFIX LETTER(S): SOS-
NUMBER: 1800
SEQ. NO.: (2)

I. Projects Only
POST MI.:
DESIG.:

COUNTY NAME: Klamath
CODE: 035

PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO.: N
FEDERAL-AID: Non
STATE: Co. Rd.
U.S.:

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
3	5,500	4,700	-	800 (Co.)
03	160,000	137,200	-	22,800 (Co.)
03	165,500	141,900	-	23,600 (Co.)

CHARACTER OF PROPOSED WORK
(Full description)

ROW-60' min.;
Access control-none;
Parking Restrictions
None.

REMARKS

USCOMM DUSCOMM-DC 48905-P61

NO. I DRAIN & LOST RIVER DIVERSION CHANNEL BRIDGES
PROJECT NO. SOS-1800(2)

Existing Facilities:

Roadway --- 22-foot A. C. surface with 3-foot shoulders.

Structures -- (a) No. 1 Drain Br. #830-3 is a 63 foot wood sturcture HC 24 feet.

(b) Lost River Bridge #830-4 is a 118 foot wood structure HC 24 feet.

Adjacent Sections: 22-foot A. C. surface with 3-foot shoulders.

Project Data: Work under this project consits of the following:

1) Preiminary engineering all phases including archeological salvage.
2) Remove existing bridges and construct two prestressed concrete structures on existing alignment to replace No. 1 Drain Bridge with a 63 foot structure with a horizontal clearance of 32 feet and Lost River Diversion Channel Bridge with a 118 foot structure with a horizontal clearance of 44 feet with a 5 foot sidewalk each side. Grade and pave roadway approaches and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas

None involved.

Airports: Kingsley Airfield is located approximately 1/2 mile northwest of the project. However, no conflict with the operation of the airfield is anticipated from this project.

FHPM 4-1-4 Requirements:

State Clearinghouse -- Exempt from A-95 review under working agreement.

District 11 Clearinghouse -- Nonfunctioning clearinghouse.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 15, 1978.

FHPM 7-7-5 Requirements: :

---

a) Public Hearings

b) Location/Design

Note: This project is in

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the devleopment of this project.

Note: This project is in Congressional District No. 2

sturcture HC 24 feet.

ood structure HC 24 feet.

lders.

owing:

ological salvage.

ssed concrete structures
ge with a 63 foot struc-
ost River Diversion Channel
l clearance of 44 feet with
way approaches and incidental

nd Recreational Areas

mile northwest of the
irfield is anticipated

working agreement.

ed in by FHWA on February 15,

STATE OF OREGON **INTEROFFICE MEMO**

February 27, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region __4__: Dale Allen
District __11__: J. L. Gunter
Region __4__ Geologist: Rolland VanCleave
Gerald Wimer (1)
B. L. Gifford

D.H. Moehring by

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Number 1 Drain - Lost River
Diversion Channel
Homedale Road
Klamath County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category __3__ project of __Non-major__ action.

BLG:dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 7 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Aet | File

81-125-1367

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: February 15, 1978

In reply refer to: H8.1-OR

SUBJECT: Oregon Project SOS-1800(-)
No. 1 Drain - Lost River Diversion Channel
Homedale Road
Project Assessment
Klamath County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary Potter, Mgr., Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with Mr. Moehring's January 30,1978, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
D.H. Moehring, Proj Mgt
Region 4, Env

PROJECT MANAGEMENT
PME ☒ CCE ☑ OM ☐
LGE ☐ FAE ☒ OPE ☐
FEB 21 1978
File: PM FA
TAA ______ LG OP
BEN GIFFORD

CATEGORY
3 PROJECT

NON-MAJOR

305-1800(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 4, 1976

Section Number 1 Drain - Lost River Diversion Channel

Unit (if appl)

County Klamath

City Near Klamath Falls

Highway Homedale Road

State Hwy. No. County Road #830

Termini: M.P.(if appl)

Length

Region 4

Construction Estimate $165,000 Program Amount

B. Purpose of Project:

To replace two old narrow wooden bridges, which pose a traffic safety problem.

C. Origin & History of Project:

This project is one of a number of scheduled bridge replacement projects in Klamath County. Both bridges are over 25 years old and are deteriorating.

D. General Description of Project:

Existing bridges are constructed of wood. The proposal is to replace these with pre-stressed concrete slab structures on concrete piling.

Alignment: New ______ Existing XX ______ Combined ______

Typical Section: Existing: No. Lanes 2-11'; Med. ____; Shldrs. --; Parking ____

Proposed: No. Lanes 2-12'; Med. 4'; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 500; Projected ADT ______; Yr. ____

Existing Level of Service A

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req._________________; No._________

Materials Source, Borrow, Waste Disposal Requirements, if any:

None. No fill will be needed for approaches because existing grades will be maintained.

Type of Structure(s):

2 bridges over a man-made drainage ditch and a diversion channel. The structure over the drainage ditch is 63 ft. long with a 24-foot roadway. Proposed is a 63-foot concrete bridge plus a 32-foot Roadway width. The structure over the diversion canal is 118 ft. long with a 24-foot road

Continuted on p. 2-A.

Brief Description of River or Stream and Type of Involvement, if any:

Concrete pilings will be driven into the bottom of the ditch and the channel. These are not expected to affect hydrology since the ditch and the channel both experience low flows.

Local City, County or COG priorities of project:

High priority county job.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Project alternatives are limited to the build and no-build.

Other Descriptive Information or Comments:

The drainage ditch drains water from irrigated fields to the Lost River. The other waterway diverts water from the Klamath River to the Lost River or vice versa as need arises. These water ways are operated by the Bureau of Reclamation. The Bureau may require a permit for replacing the bridge over the diversion canal.

(Attach project sketch map.)

Type of Structure(s):

width. Proposed is a 118-foot concrete bridge with a 32-foot roadway width and sidewalks on both sides.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This is a generally flat farm region with few natural features remaining. Both canals have a few fish. This is an area of extreme seasonal temperatures. It is a dry county with about 15 inches of rain annually.

2. Cultural:

This is a rural area within a mile of Klamath Falls Municipal Airport. No homes are affected by traffic noise and air quality is generally good. There is an extensive irrigation and drainage system throughout the area. Homedale Road generally serves local passenger and Farm-to-Market vehicles. The proposal will not interfer in any way with the operation of the airport.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Traffic is not expected to increase significantly as a result of the improvement. Only one bridge will be constructed at a time to allow access to properties inbetween the waterways. Traffic will be detoured via Highway 29 during construction.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality levels will not be significantly affected. Noise from construction will affect two residences, however, these residences are currently subject to air traffic noises.

3. Estimated Impact on Land Use:

The load limit on both bridges will be increased and there may be an increase in traffic. However, the increase is not too significant.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

The canals both have a low rate of flow so that bridge pilings will not affect stream hydrology. Although the canals may become more turbid as pilings are driven in place, construction will occur so as to keep the increased turbidity to a minimum.

Consequences:

This will not have a significant effect on the Klamath or Lost rivers.

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Consistent

b. Noise Standards
This project determined to be unrelated to traffic noise increase; hence, no noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards

Consistent

d. Area Land Use and Transportation Plans, and Zoning

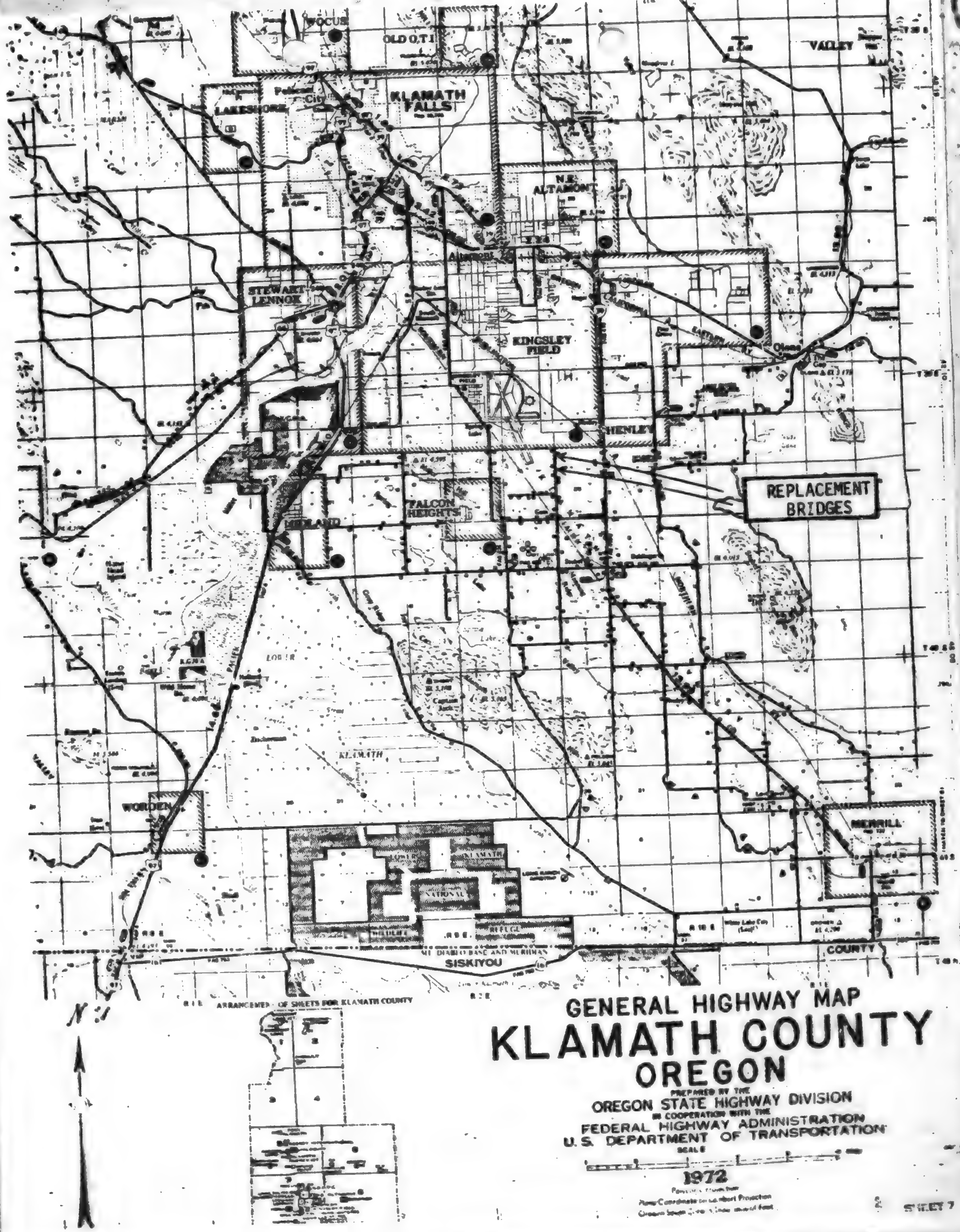
Consistent

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION	------------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
This project involves no work in a natural stream and will only slightly affect two rivers. It also involves no new right-of-way and no cutting or filling and has no significantly adverse effects on the cultural environment. It is therefore considered a Non-Major Action.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


WOCUS
OLD O.T.I.
VALLEY
LAKESHORE
Pelican City
KLAMATH FALLS
N.E. ALTAMONT
Altamont
STEWART LENNOX
KINGSLEY FIELD
Olene
HENLEY
REPLACEMENT BRIDGES
FALCON HEIGHTS
MIDLAND
LOWER
KLAMATH
WORDEN
MERRILL
NATIONAL
WILDLIFE
REFUGE
MT. DIABLO BASE AND MERIDIAN
SISKIYOU
COUNTY
ARRANGEMENT OF SHEETS FOR KLAMATH COUNTY
N

GENERAL HIGHWAY MAP
KLAMATH COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

SCALE

1972

Zone Coordinate on Lambert Projection
Oregon State [illegible]

SHEET 7

8869

8

February 15, 1978

Klamath County
Board of Commissioners
Courthouse
Klamath Falls, OR 97601

Attention: Wm. D. Milne
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6424

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the No. 1 Drain and Lost River Diversion Channel Bridges Section of Homedale Road in Klamath County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

8869

Form E-39 (Rev. 9-71)

OREGON STATE GHWAY DIVISION

AUTHORITY FOR SURVEY

(Homedale Road)

Section No. 1 Drain and Lost River Diversion Channel Br.

Date December 16, 1977

Highway County Road

Authorization No. 1

County Klamath

Survey Prefix 218 - 1938 (Assigned by Salem office)

Description of termini, route, length, etc.:

No. 1 Drain and Lost River Diversion Channel bridges on Homedale Road.

Purpose of survey:

Monitor County preliminary survey and engineering. Prepare plans and specifications for bridges.

505-1800(2)

3-16-78

Estimate of cost:

Field	901	1,000
Plans	905	500
Soils	910	300
Hydraulics	918	500
Specifications	921	400
Found. Expl.	926	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 3,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Field Engineer

E. J. Dunn

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E.

Location Engineer

Approved:

Tech. Serv. Engr. xxxxxxxxxxxxxxxxx

SP*23604-734

#8869

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainier - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

FISCAL YEAR 1978 SOS-R ALLOCATION
DECEMBER 1977

Oregon's Fiscal Year 1978 SOS-R Apportionment		$3,652,374

Allocation to Urbanized Areas, Cities Under 50,000 Population, and Counties, Road Districts and Indian Reservations, is based on Percentage of Off-System Road Mileage.

GROUP I -- URBANIZED AREAS		$ 511,332
14% of Total Off-System Road Mileage		
SALEM	14%	71,587
EUGENE	19%	97,153
PORTLAND	67%	342,592
GROUP II -- CITIES UNDER 50,000 POPULATION		$ 511,332
14% of Total Off-System Road Mileage		
GROUP III -- COUNTIES, ROAD DISTRICTS & INDIAN RESERVATIONS		$2,629,710
72% of Total Off-System Road Mileage		

SUMMARY

PROPOSED SAFER OFF-SYSTEM ROAD PROJECTS

Jurisdiction	Section	Total Cost	Federal Funds	Local Share
GROUP I - PORTLAND URBANIZED AREA				
Portland	N.E. 45th Place-N.E. 46th Ave. Section N.E. Emerson Street	$ 18,200	$ 15,650	$ 2,550
Portland	Newman Ave.-Woolsey Ave. Section N. Hunt Street	39,000	33,540	5,460
Portland	Greeley Ave.-Delaware Ave. Section N. Bryant Street	74,000	63,640	10,360
Portland	S.W. 9th Place-S.W. 8th Ave. Section S.W. 9th Drive	40,000	34,400	5,600
Portland	S.E. 61st Ave.-S.E. 62nd Ave. Section S.W. Woodward Street	34,000	29,240	4,760
Portland	N.E. 67th Ave. and N.E. Hassalo St.	5,300	4,560	740
Portland	Johnson Creek Bridge S.E. 142nd Ave.	40,000	34,400	5,600
Tualatin	S.W. 102nd Ave.-OERR Crossing	70,400	60,540	9,860
Multnomah Co.	S.E. 257th Dr.-S.E. Division Dr. Section Rowe Road	75,000	64,500	10,500
	GROUP I TOTAL	$395,900	$340,470	$ 55,430
GROUP II-CITIES UNDER 50,000 POPULATION				
Cave Junction	Schumacher St. and Hussey Ave.	$ 75,000	$ 64,500	$ 10,500
Depoe Bay	Coast Dr. and Port Dr.	75,000	64,500	10,500
Florence	Kingwood St. and 10th St.	75,000	64,500	10,500
Hermiston	S.E. Newport Ave.-Umatilla-Stanfield Hwy. Section, S.E. 1st St.	170,000	64,500	105,500
Rainier	"D" St.-"H" St. Section 4th St. West	50,000	43,000	7,000
Rogue River	Various City Streets	114,000	64,500	49,500

Sweet Home	Ames Creek Culvert Mountain View Road	38,000	32,680	5,320
Veneta	6th St.-Territorial Hwy. Section Hunter Ave	75,000	64,500	10,500
	GROUP II TOTAL	$672,000	$462,680	$209,320

GROUP III-COUNTIES, ROAD DISTRICTS & INDIAN RESERVATIONS

Baker Co.	Eagle Cr. (Middle) Bridge Sawmill Lane	$134,000	$115,240	$ 18,760
Clackamas Co.	Sandy R. (Sleepy Hollow) Bridge	251,000	215,000	36,000
Columbia Co.	Clatskanie Slough (Inglis) Bridge Beaver Slough Road	250,000	215,000	35,000
Douglas Co.	Calapooia Cr. (Fall Oaks) Bridge	270,000	215,000	55,000
Harney Co.	Malheur R. (Clark Lane) Bridge	103,000	88,580	14,420
Klamath Co.	No. 1 Drain and Lost River Diversion Channel (Homedale Road) Bridges	165,000	141,900	23,100
Morrow Co.	Paul Smith Rd.-S. Main St. Section Wilson Road	102,000	87,720	14,280
Union Co.	Grande Ronde R. (Peach Lane) Bridge	190,000	163,400	26,600
	GROUP III TOTAL	$1,465,000	$1,241,840	$223,160
	TOTAL SOS-R PROJECTS	$2,532,900	$2,044,990	$487,910

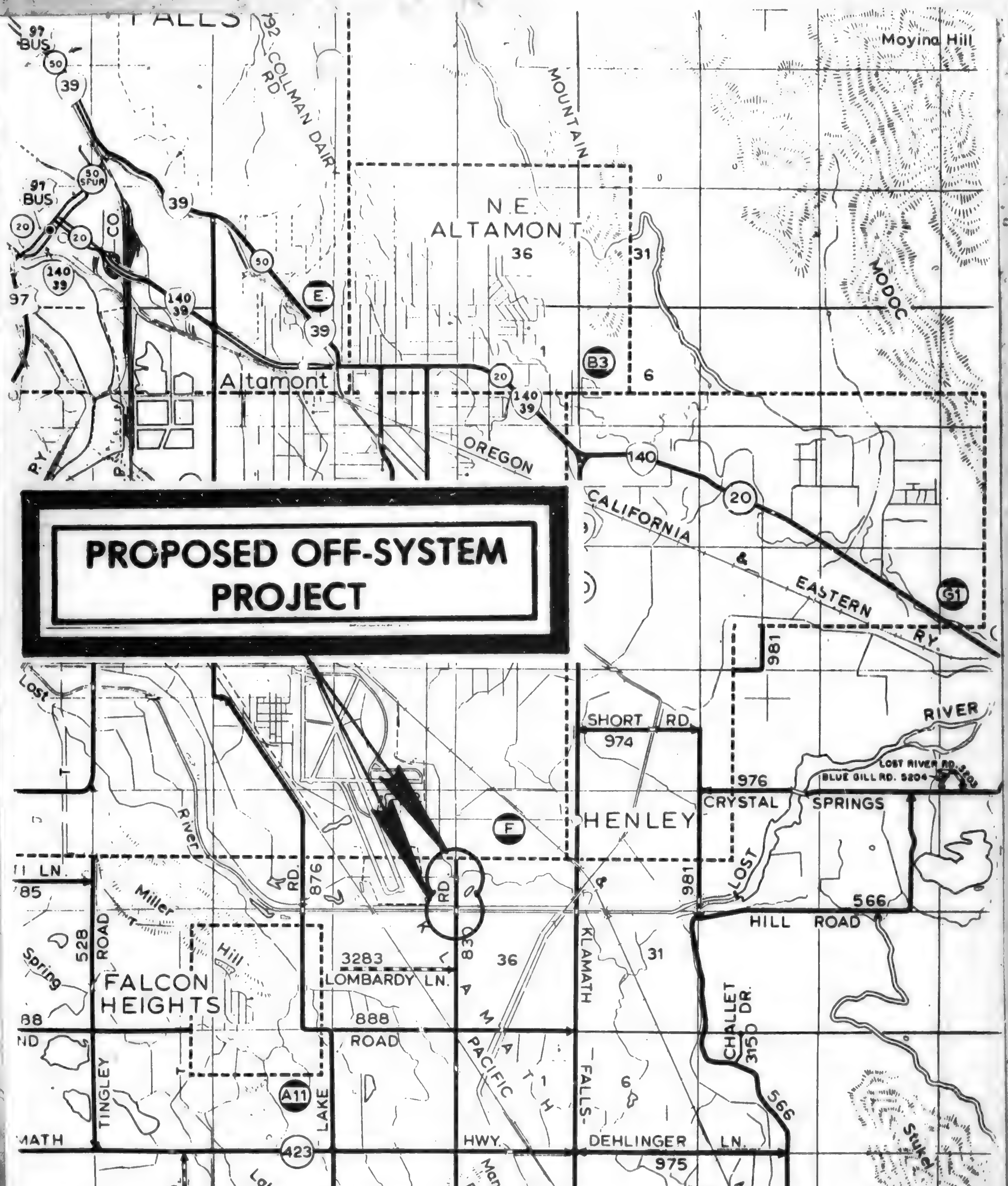
KLAMATH COUNTY
Proposed SOS-R Project

No. 1 Drain and Lost River Diversion
Channel (Homedale Road) Bridges
Grade, Pave and Structures
$165,000

This project will replace the existing wood bridges over No. 1 Drain and Lost River Diversion Channels on Homedale Road with prestressed concrete structures. Approaches to the structures will be constructed as part of the Contract work.

County will conduct the field survey and prepare bridge vicinity maps. State will prepare plans and contract documents and supervise construction of the project.

77-b
12/1/77



PROPOSED OFF-SYSTEM PROJECT

FALLS
97 BUS
50
39
COLLMAN DAIRY RD
MOUNTAIN
Moyina Hill
50 SPUR
97 BUS
20
140 39
97
E
N.E. ALTAMONT
36
31
MODOC
1
B3
6
Altamont
OREGON
140
CALIFORNIA
&
EASTERN
RY.
G1
981
Lost
SHORT RD.
974
RIVER
976
LOST RIVER RD. 5203
BLUE GILL RD. 5204
CRYSTAL
SPRINGS
River
F
HENLEY
LN.
85
RD.
876
RD
981
LOST
566
Miller
HILL ROAD
528
ROAD
Hill
830
36
31
Spring
3283
LOMBARDY LN.
FALCON HEIGHTS
KLAMATH
CHALLET DR.
3150
88
888
ND
ROAD
PACIFIC
TINGLEY
A11
LAKE
1
6
FALLS
566
MATH
423
HWY.
DEHLINGER LN.
975
Manning Ridge
Lake
NORTHERN
Stukel
MANN RD.
555
SPRING
876
EDALE
830
3265
ELLIOTT
962
ROAD

8869 505-1800( ) OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: LOC

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
September 15, 1976

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Safer Off-System Application
Klamath County

TO: L. W. Rulien
Program Engineer

Klamath County has submitted a Project Request and Project Assessment for the replacement of two timber bridges. The two bridges are to be treated as one contract because of their proximity, and because there are no intervening intersecting roads.

The Assessment is barely adequate, but is being forwarded for review because of the time constraints of this program and because the request is to replace existing structures over man-made waterways. No additional right-of-way is required.

David S Fenton

DSF:pw
Enclosures

cc: Gary Potter, w/encl.

RECEIVED
COUNTY & CITY SECTION
SEP 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ OPE ☒ CE ☑ RE ☑ RPE ☐

PROJECT MANAGEMENT
SEP 16 '76
REFER TO:
FOR:
Info
Investigate
R/D
X Action
File
Letter
See me

MAINOR - GARY

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

September 13, 1976

Mr. David S. Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Dave:

Enclosed please find our project request and environmental assessment for two (2) bridges on Homedale Road.

This request is being made under the Safer Off-System Road Program. The two structures are close enough together to be treated under one contract. Work will be performed under contract with design by the State Highway Division.

Please let me know if any additional information is needed. We would like this project placed on the priority list for the "second go-round" of the allocation as soon as possible.

Very truly yours,

Lyle C. Smith
m.t.

Lyle C. Smith
Director of Public Works

LCS:mt

RECEIVED
COUNTY & CITY SECTION
SEP 17 1976
☐ ENGR. ☐ CGOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8869

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 10, 1976

A. PROJECT IDENTIFICATION

Name of Project 830-3 No. 1 Drain and 830-4 Lost River Diversion Channel Bridges (Section)

Location of Project Homedale Road (Highway Name) County Road #830 (Highway No., US - ORE)

(City) Klamath (County) 4 (Region)

Program Safer Off-System Roads (Funding) $165,000.00 (Estimated Cost) Sec. 219 Title 23 V.S.C. (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To remove two narrow bridges making the road safer for the public.

Origin and History: Homedale Road is one of the first County Roads extending into the farming area and is used for the transport of products into town.

C. DESCRIPTION OF PROJECT

Length 830-3 is 63 feet and 830-4 is 120 feet.

Termini

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None needed.

Typical Section

Structures Two Bridges

Characteristics (ADT) 500

Other General Information (or Supplemental information to items) The structures are over 25 years old and along with being too narrow for the type of traffic they create a safety hazard.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Flat farm land, sandy soil. The drain and diversion channel have some fish life but the structures will not change the channels or the habitat of the fish.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use is Agriculture. No additional impact from noise, air pollution, etc.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

None

2. Estimated Changes in Traffic Patterns:

None

Consequences:

None

3. Estimated Changes in Land Use:

None

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

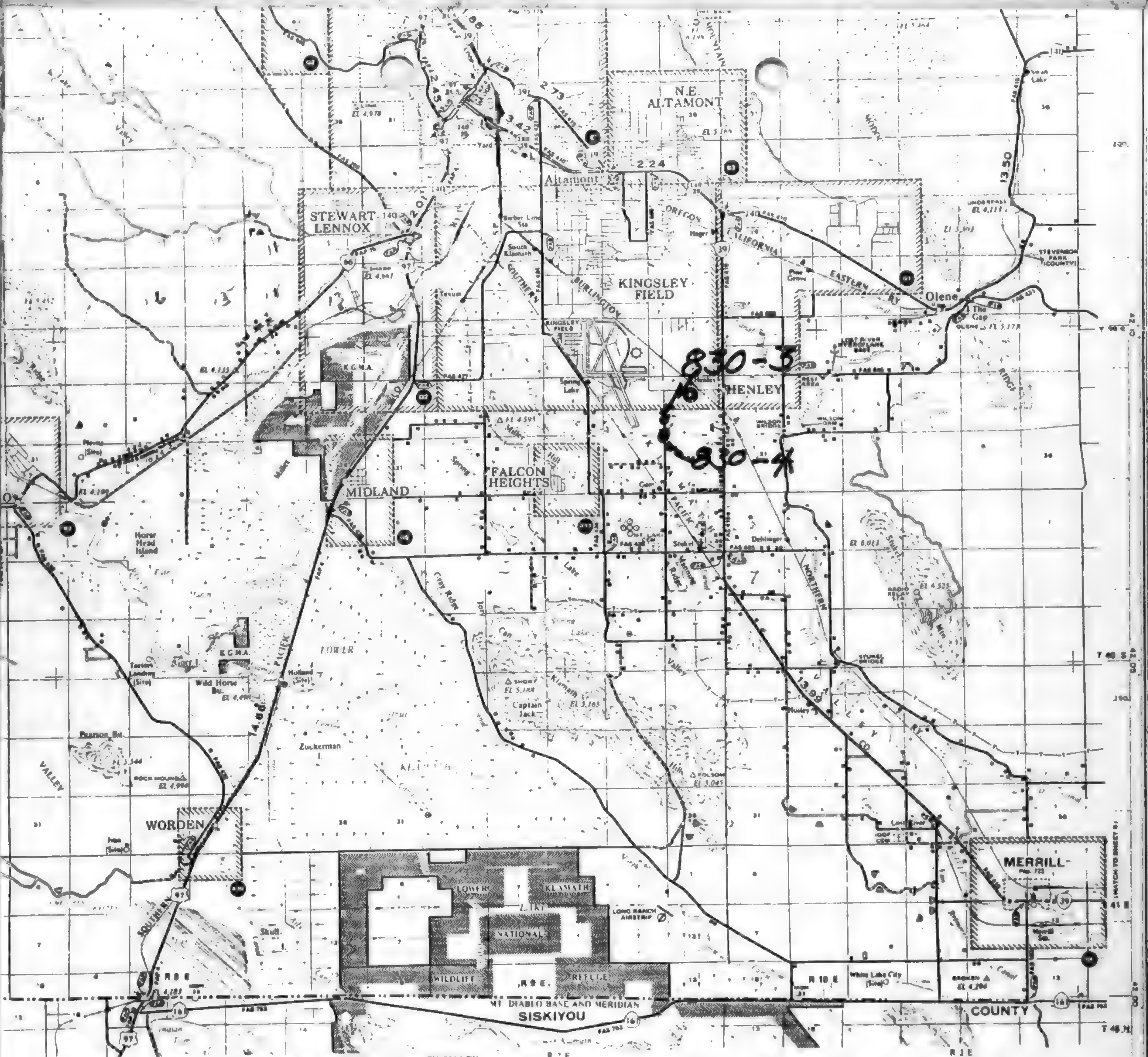
H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

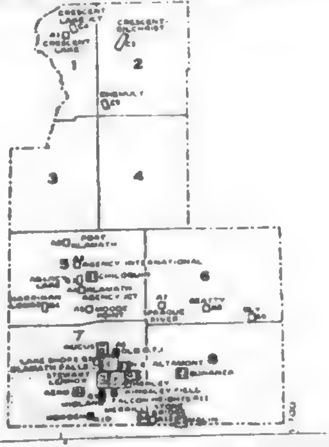
Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.


N.E. ALTAMONT
Altamont
STEWART-LENNOX
KINGSLEY FIELD
OREGON CALIFORNIA EASTERN RY
Olene
HENLEY
830-3
830-4
FALCON HEIGHTS
MIDLAND
K.G.M.A.
Horse Head Island
LOWER
Captain Jack
Zuckerman
WORDEN
MERRILL
LOWER KLAMATH LAKE NATIONAL WILDLIFE REFUGE
White Lake City (Site)
MT. DIABLO BASE AND MERIDIAN
SISKIYOU COUNTY
SOUTHERN PACIFIC
13.99
14.66
13.50

ARRANGEMENT OF SHEETS FOR KLAMATH COUNTY



GENERAL HIGHWAY MAP
KLAMATH COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
FEDERAL HIGHWAY ADMINISTRATION
U. S. DEPARTMENT OF TRANSPORTATION

SCALE
1 0 1 2 3 4 Miles

1972
Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet

SHEET 7

APPROVED APRIL 19, 1972

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment Only

1979 Camp Creek Rd. (EWEB 8870
Canal) Bridge Sec. of Camp
Creek Rd. (Structure)

C&O 6188 8-18-77

8870.

m — 734-1191 (Rev. 5/77)

P

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-23-81	CC 81-35		520 - 1022 - 297

BILL TO: Code:

Lane County
3040 N. Delta Highway
Eugene, Oregon 97401
Attn: Mr. Donald LaBelle, Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: E.W.E.B. Canal (Camp Creek Road) Bridge. FAS-A463. This is an FAS-C Project No. RS-A463(1)			
County Advance Deposit			$11,800.00
County Share of Costs			11,611.68
REFUND DUE COUNTY			$ 188.32
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount	$ 11,800.00
Advance Deposit Previously Transferred to Highway Fund	$ 9,800.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ 1,811.68
Refund Due	$ 188.32

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1987

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Approved:

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6-23-81

COUNTY LANE **Contract No.** ~~8879~~ 8870 **Date Completed** 7-9-79

PROJECT # RS-A463(1) **Section** E.W.E.B. Canal (Camp Creek Road) Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
Payment to Contractor	(Federal Participation)	$185,214.19
Engineering		5,186.17
TOTAL		$190,400.36
Payment to Contractor	(Non Participation)	$ 355.98
Engineering		6.08
		$ 362.06

Federal Funds Collected	$167,895.04

County Share of Project Costs:
1/2 ($190,400.36 - $167,895.04 + $6.08) + $355.98 = $11,611.68

County Advance Deposit	$11,800.00
County Share of Costs	11,611.68
REFUND DUE COUNTY	$ 188.32

Reference: **Billing Form** CC 81-35

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Camp Cr. Rd. (E.W. E.B. Canal) Bridge County Road Lane County					
	Construction Type Code X080 Structure, Br. #17-1W-29-14833A (Sta. 220+14.05 thru "EQ" 220+29.39=0+00 To Sta. 1+46)					
	Final Contract Payment Summary	Lump	Sum		$185,214.19	
	Construction Engineering					
	State	All	Required		5,186.17	
	Total Participating Costs				$190,400.36	
	Nonparticipating Items					
	Interest Paid to Contractor	All	Required		355.98	
	Construction Engineering	All	Required		6.08	
	Nonparticipating Items				$ 362.06	
	TOTAL COSTS				$190,762.42	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/16/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A463(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-4-79 To: 10-3-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$190,762.42	$190,400.36	88.18%	$167,895.04	$167,895.04	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skeeg, Controller	4/22/81

0.00

Rec'd 6/5/81

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                                  ** JOB TOTALS **           .84CR**        7,952.

CAMP CRK RD BR SEC CAMP CR RD CONT NO 8870 * FA PROJ NOS RS  463001 100
                                   520    1022       201       00 P 1
                                   520    1022       206       00 N 1
                                   520    1022       296       00 N 9          152.32CR            169.
                                   520    1022       297       00 N 9
                                   520    1022       298       00 N 9          152.32              169
                                   520    1022       900       00 P 1
                                   520    1022       900       00 N 1
                                   520    1022       920       00 P 1
                                                     TOT       P1
                                                     TOT       N1
                                                  ** JOB TOTALS **                       **

DEXTER LK S BR & WILL HWY      CONT NO 9021    FA PROJ NOS RS  462001  76
                                   520    1029       201       00 P 1                          213,573.
                                   520    1029       201       00 N 1                           12,718
                                   520    1029       201       00 N 7                          270,422.
                                   520    1029       201       00 N 9                          112,270.
                                   520    1029       204       00 P 1                           12,550.
                                   520    1029       204       00 N 1                            9,965.
                                   520    1029       204       00 N 9                            2,585
                                   520    1029       208       00 N 1                               28
                                   520    1029       208       00 N 7                                9.
                                   520    1029       270       01 P 1                            1,610.
                                   520    1029       270       01 N 1                               89.
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TOTAL TO DATE JOB COST SUMMARY                                                                APRIL 198
                                                                                               FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX         FUNCTION    GR   CURRENT MONTH          YEAR TO D
                                   520    1029       270       02 P 1                            1,123
                                   520    1029       270       02 N 1                              321
                                   520    1029       270       03 P 1          1,656.68           1,656
                                   520    1029       270       03 N 1                              280
                                   520    1029       296       00 N 9         36,848.75          242,179
                                   520    1029       297       00 N 9
                                   520    1029       298       00 N 9         36,848.75CR        242,179
                                   520    1029       900       00 P 1              9.48           69,523
                                   520    1029       900       00 N 1                             28,875
                                   520    1029       900       00 N 7              3.00            1,497
                                   520    1029       900       00 N 9                               976
                                   520    1029       908       00 N 1                                 5
                                   520    1029       920       00 P 1
                                   520    1029       920       00 N 7                                 9
                                   520    1029       920       00 N 9                                 9
                                   520    1029       928       00 P 1
                                   520    1029       928       00 N 1              6.47               17
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               ** JOB TOTALS **           .84CR**      7,952.10  **    146,448.90  **

ONT NO 8870 * FA PROJ NOS RS  463001 100                                           STATE
    520    1022      201      00 P 1                                   185,214.19    79     80
    520    1022      206      00 N 1                                       355.98    80     80
    520    1022      296      00 N 9        152.32CR       169.85CR    177,695.04CR  79     81
    520    1022      297      00 N 9                                     9,800.00    79     79
    520    1022      298      00 N 9        152.32         169.85      167,895.04    79     81
    520    1022      900      00 P 1                                     5,105.14    79     80
    520    1022      900      00 N 1                                         6.08    79     79
    520    1022      920      00 P 1                                        81.03    79     79
                     TOT         P1                                    190,400.36
                     TOT         N1                                        362.06
               ** JOB TOTALS **                 **              **     190,762.42  **

ONT NO 9021    FA PROJ NOS RS  462001  76                                          STATE  24
    520    1029      201      00 P 1                       213,573.84  1,026,081.54  79     81
    520    1029      201      00 N 1                        12,718.50     12,718.50  80     80
    520    1029      201      00 N 7                       270,422.91    270,422.91  81     81
    520    1029      201      00 N 9                       112,270.00CR              79     81
    520    1029      204      00 P 1                        12,550.27CR              80     81
    520    1029      204      00 N 1                         9,965.26                79     81
    520    1029      204      00 N 9                         2,585.01                79     81
    520    1029      208      00 N 1                            28.82CR      28.82CR 81     81
    520    1029      208      00 N 7                             9.10CR       9.10CR 81     81
    520    1029      270      01 P 1                         1,610.33      1,610.33  80     81
    520    1029      270      01 N 1                            89.90         89.90  81     81


                                                        APRIL 1981       PAGE  292

                                                          FISCAL         GRAND TOTAL     ACTIVE YRS
       PREFIX          FUNCTION   GR  CURRENT MONTH    YEAR TO DATE       TO DATE        BEG    END
    520    1029      270      02 P 1                     1,123.73         1,123.73       80     81
    520    1029      270      02 N 1                       321.26           321.26       80     81
    520    1029      270      03 P 1      1,656.68        1,656.68         1,656.68       81     81
    520    1029      270      03 N 1                       280.88           200.88       81     81
    520    1029      296      00 N 9     36,848.75      242,179.73CR   1,058,307.54CR    79     81
    520    1029      297      00 N 9                                      53,000.00       80     80
    520    1029      298      00 N 9     36,848.75CR    242,179.73     1,005,307.54      79     81
    520    1029      900      00 P 1          9.48       69,523.45       110,305.42       79     81
    520    1029      900      00 N 1                     28,875.22        28,875.22       80     81
    520    1029      900      00 N 7          3.00        1,497.73         1,497.73       80     81
    520    1029      900      00 N 9                       976.77CR                       79     81
    520    1029      908      00 N 1                         5.63             5.63       80     80
    520    1029      920      00 P 1                                         30.52       79     79
    520    1029      920      00 N 7                         9.63             9.63       81     81
    520    1029      920      00 N 9                         9.63CR                       79     81
    520    1029      928      00 P 1                                          6.51       80     80
    520    1029      928      00 N 1          6.47           17.95
```

3970

D.E.
County Paid all
AD $3500.00 Rec'd.

Appd by Comm
$135,000 Total. 6/21/77

Est plans to Hart on 12/6/77

Order to Render Service # 3-145

Prefix 20-8226 $3500

Const. AD 585 CC 1987
$11,880

County is paying Consulting Firm
to do Construction Engineering
No reimbursement

8860 5514

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 29 1981
NORMA PAULUS
SECRETARY OF STATE

April 28, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#8860

Mr. David S. Paull
Attorney at Law
5441 S.W. Macadam Avenue
Portland, OR 97201

FILED
APR 29 1981
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Paull:

This will acknowledge your letter of April 15 with attached Notice of Claim on behalf of the Cement Masons - Employers Trust Funds in the amount of $16,689.24 together with interest, auditor's and attorney's fees for work and labor performed for Conco Curb, Inc., a subcontractor to R. A. Hatch Company.

This claim appears to be in reference to the R. A. Hatch Company Contract No. 8860 for work on the Ross Island Bridge-S.E. 50th Avenue (Portland) Section of the Mt. Hood Highway in Multnomah County.

The Employers Insurance of Wausau through Corroon and Black of Oregon furnished the performance bond on this contract. We will advise them and the prime contractor of the receipt of this claim. We will also file it with the Secretary of State.

Please notify us when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

TED 0 Js 5/14/81

jas

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

MAY 5

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

#8870

10-5-80

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-A463(1)	2. COUNTY Lane	3. STATE Oregon 8870

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional & incidental work, involved construction of a bridge over the EWEB Canal. The structure, No. 14833A, is 161 feet long and has a roadway width of 30 feet. All the work, completed on July 9, 1979, was performed on the Camp Creek Road (E.W.E.B. Canal) Bridge Section of FAS Route A-463 (Camp Creek Road) approximately 8 miles east of Springfield.

5. CONTRACTOR'S NAME Holst Construction Company	6. CONTRACT AMOUNT $ 182,506.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY E.
OCT 5 -'80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

10-9
CJ

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
X080	0.030			

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY T. P. Lowe, Area Engineer	11. DATE OF INSPECTION 10-25-79

12. IN COMPANY WITH
Ellis Jones, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE T P Lowe T. P. Lowe		16. SIGNATURE G K Hossner K. Hossner	
14. TITLE Area Engineer	15. DATE 10-2-80	17. TITLE Field Operations Engineer	18. DATE 10/3/80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8870

L.

4-3-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Road & Driveway Co. No. 9009	SE 8th St.-SW Naterlin Dr.(Newport) Lincoln County	March 11, 1980
Tice Electric, Inc. No. 8857	SE Bybee Blvd. @ SE 23rd Ave. Multnomah County	March 11, 1980
Ross Bros. Const., Inc. No. 8924	Lafayette Hwy.-Webfoot Rd. Yamhill County	March 12, 1980
S.D. Spencer & Sons No. 8341	Garden Valley Blvd. Intchge. Douglas County	March 14, 1980
J.C. Compton Co. No. 8936	Odell Lake-Camp Makualla Rd. Klamath County	March 20, 1980
Hamilton Elect.,Inc. No. 8912	The Dalles/Calif. Hwy. @ Nels Anderson Pl. (Bend) Deschutes County	March 24, 1980
Holst Const. Co. No. 8870	Camp Creek (E.W.E.B. Canal) Bridge Lane County	March 24, 1980
Humphrey Const.,Inc. No. 8695	E. Burnside St. U'Xing. Multnomah County	March 27, 1980
R. A. Hatch Co. No. 8764	S. 6th St.-E. Side Bypass (Klamath Falls) Klamath County	March 31, 1980
Douglas S.Coats Const. No. 8867	Willow Creek Bridge Gilliam County	March 31, 1980

April 3, 1980

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

8870

L.

March 28, 1980

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
Contract #8870

Gentlemen:

Contract No. 8870 awarded to Holst Construction Co. for the Camp Creek Road (E.W.E.B. Canal) Bridge on FAS A463 in Lane County was completed on July 9, 1979, and accepted by the State Highway Division on March 24, 1980.

Final payment in the amount of $10,787.44 will be released to the contractor after April 2, 1980. The total contract amount is $183,214.19. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Holst Construction Co.
76700 High Prairie Road
Oakridge, OR 97463

bc: C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8870

FAS A463

9-26-79

Narrative Report for

CAMP CREEK RD. (EWEB CANAL) BRIDGE

Lane county
FAS RS A463(1)

Prefix 520-1022
Contract 8870

Traffic Controll and Protection:

At the pre-construction meeting it was decided that signal lights would be installed off the ends of the bridge and signs provided as required. The signals worked well except with impatient motorists. On June 15 traffic was delayed an hour because of an unforeseen constructuin problem, otherwise the contractor kept delays to a minimum.

Remodel and Remove Existing Bridge:

The right side of the old bridge which was used forstage one construction was in very poor condition which wasn't helped by overloaded gravel truck travel. Truck traffic was stopped by Lane County, after many large holes developed in the deck of the old structure. Truck traffic was restored when traffic was tranferred to the new structure.

Shoring/Structural Excavation:

EWEB was not allowed by the Fish and Game Commission to control the tail race in a safe manner, so

___ Versteeg ___
___ Anderson ___
I Christensen
___ Olson ___
MbC Sullivan Copy
___ Terpin ___
___ Trout ___
___ Wekerlig ___

RECEIVED
SEP 26 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

the concrete piers were changed to 30 inches wide for the lower 10 feet of the pier to allow placing of the concrete in the water. Existing ground at piers was higher than was expected so the bottom of the piers were raised accordingly to a mininium of 3 feet. of cover.

Foundation/Piles:

Contractor furnished a Delmag D 12 pile hammer to drive the piles. At bent 3, pile 2 was driven out of position beyound tolerance so an extra pile was required, the contractor agreed to drive an extra pile at his own expense. The trucker's strike caused a delay in material acquisition which resulted in a week's delay in pile driving. Engineers order length was sufficent as estimated in the contract documents.

Substructure:

Class 3300 concrete from Wildish Cascade, design no. 79-2311 reached strenghts of 4500 psi in 28 days. Due to construction problems bents 2 &3 caps were lenghted from 42'-4" to 42'-7" at the contractors expense. After observing 1 1/2" grouth in slab width in stage one, stage two caps at bents 1 & 4 were lengthened.

Prestressed Slabs:

The slab placement occured resonably well considering they were constructed an a 30 degree skew and set in a herring bone pattern with cross slopes from one end of the bridge to the other changing from two percent to seven percent to accomodate a curve off one end of the bridge.

There was 3 inches± of growth across 8 slabs. The twist of the slabs caused by the skew lessened the amount of grout required to an average of 1/4 to 1/2 buildup under the bearing pads. Slab setting sequence is important and should be well thought out to prevent construction problems. Slab tie rods seemed a bit short because of slab growth, made exterior slab alignment difficult, longer exterior tie rods would have eliminated this diffdculty under these conditions.

Metal Bridge Rail:

It was determined that hot dipped galvanized bolts and nuts were better and to be used instead of zinc plated.

70 ' 3-151

734-2001
GON STATE HIGHWAY DIVISI

ENGINEER'S WEEKLY REPORT

CONSTRUCTION PROJECTS ONLY
STRUCTION AND BRIDGE SECTION

Creek Rd. (EWEB Canal) Br.	SECTION Camp Creek Road (EWEB Canal) Br.	WEEK ENDING July 7, 1979
Const. Co.	HIGHWAY Camp Creek Rd FAS A463	SECTION PREFIX 520-1022
RACT ary 20, 1979	KIND OF WORK Bridge Construction	COUNTY Lane
	CONTRACT NUMBER 8870	FEDERAL AID PROJECT NUMBER FAS A 463(1)
E ON PROJECT FOR THE WEEK: SUPERVISION 0	DATE WORK STARTED March 20, 1979	ESTIMATED COMPLETION DATE July 9, 1979
	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 123
ORIZATION: $ 196,193.95	SPECIFIED COMPLETION DATE Sept. 2, 1979	PERCENT OF TIME ELAPSED 68%
ENGINEERING: $ 190,718.77	ENGINEERING AUTHORIZATION $ 5,475.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ST OF COMPLETED LUSIVE OF $ 184,940.20	ENGINEERING COST TO DATE $ 9,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
RCENT: OVERRUN UNDERRUN -3 %	PERCENT OF AUTHORIZATION 165 %	DATE PROJECT WAS COMPLETED: July 9, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ECT					
LY COMPLETED					
TED					
ED QUANTITIES (CONTRACT)					
TIES CORRECTED TO DATE					
ANTITIES MOVED OR PLACED TO DATE					
Y QUANTITIES					
Y QUANTITIES NECESSARY TO JECT ON TIME					
IFTS PER DAY					
IFT					

ED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

E NO.	14833A							
CENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
1	Cloudy	117		
2	Fair	118		
3	Fair	119		
4	Cloudy	120		
5	Fair	121		
6	Fair	122		
7	Cloudy	123		

RECEIVED
JUL 12 1979
CONSTRUCTION BRANCH

[illegible]eey
Jackmond
Hopkins
Williams
Johnson
Olson
Richards
Berg
Inlow
Widmer
Gebauer
Church

K

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	NO activity.
THURSDAY	No activity.
FRIDAY	NoActtivity.
SATURDAY	No activity

REMARKS

STATUS:

Bridge complete, minor cleanup left.

Next Week:

Monday, July 9, 1979 signals to be removed, and second notification to be issued.

SIGNED PD Rogers OBEC LOCATION Springfield

7/9/

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8870

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-16-79	CC 1987		520-1022

BILL TO: Code:

Lane County
3040 N. Delta Hwy.
Eugene, OR 97401
Attn: Mr. Al Driver, Dir. of Pub. Wks.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the Advance Deposit for the construction of Camp Creek Road (EWEB Canal) Bridge. FAS A463 RS-A463(1) AD 585			

Advance Deposit Amount $ 11,800.00
Advance Deposit Previously Transferred to Highway Fund $ --
Balance $ 11,800.00
Transfer to Highway Fund $ 9,800.00
Refund Due $
Partial or final request for billing
Number of the previous request in connection with this service.

Amount Due $

Submitted by:
Harold Reynoldson

Approved:
Gerald Wimer

SP*35736-734

8870

STATE COPY

8

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-3	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-27-79	State Oregon County Lane Project No. RS-A463(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Camp Cr. Road (EWEB Canal) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-79	0.031
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro Rate 88.1%
$ 207,144.00	$ 182,492.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator FEB 27 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, February 16, 1979

Federal Aid Project
No. RS-A463(1)

Camp Cr. Rd. (E.W. E.B. Canal) Bridge
County Road
Lane County

Project Agreement Estimate.

Type Code X080
Structure, Br. #17-1W-29=14833A (Sta. 220+14.06 thru "EQ" 220+29.39=0+00 to Sta. 1+46)

Mobilization	All Required		$ 11,000.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	80 Sq.Ft.	7.00	560.00
Temporary Bridge Rail	163 Lin.Ft.	12.00	1,956.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	100 Lin.Ft.	6.00	600.00
Flagmen	500 Hour	1.80	900.00
Remodel and Remove Existing Bridge	All Required		9,000.00
Shoring, Cribbing, Etc.	All Required		3,500.00
Structure Excavation	120 Cu.Yd.	12.00	1,440.00
Special Backfill	25 Cu.Yd.	12.00	300.00
Furnish Pile Driving Equipment	All Required		6,000.00
Furnish HP 10x42 Steel Piling	980 Lin.Ft.	14.00	13,720.00
Drive Steel Piles	980 Lin.Ft.	1.00	980.00
Structural Concrete, Class 3300 (205 Cu.Yd.)	All Required		49,000.00
4'x45'/50' Prestressed Slabs	8 Each	2,500.00	20,000.00
4'x55'/60' Prestressed Slabs	16 Each	2,500.00	40,000.00
Reinforcement (23,000 Lbs.)	All Required		12,400.00
Metal Rail	325 Lin.Ft.	22.00	7,150.00
	Subtotal		$ 182,506.00
	Engineering		24,638.00
	Total		$ 207,144.00

Length of Structure - - - - - - - - - - - - 0.031 mi.

Federal Funds (88.1%)	$ 182,492
State Funds	12,326
County Funds	12,326
Total	$ 207,144

Oregon State Highway Division
Salem, Oregon, February 16, 1979

Federal Aid Project
No. RS-A463(1)

Group 1 100%
Contract No. 8870
Prefix 520-1022
Prefix 20-8226

8870

January 31, 1979

Lane County
Public Works Dept.
135 E. 6th St.
Eugene, Oregon 97401

Attn: Mr. Al Driver
Director of Public Works

Gentlemen:

On January 25, 1979 a satisfactory bid was received from Holst Construction Co., 76700 Hi Prairie Rd., P. O. Box 692, Oakridge, Oregon 97643, for the Camp Creek Road (E.W.E.B. Canal) Bridge Section, FAS-A463.

The anticipated construction cost based on their bid is as follows:

Bid Items	$182,506.00
4½% Contingencies	8,212.77
3% Engineering	5,475.18
ESTIMATED TOTAL COST	$196,193.95

172,650

Rec'd 2/15/79

Told Steve and Region

County's Advance Deposit:
6% of $196,193.95 = $11,771.64 or say $11,800.00

Please make your check in the amount of $11,800.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 16, 1979.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald W. Wimer
Local Government Manager

January ~~26~~ 30, 1979

Lane County
Public Works Dept.
135 E. 6th St.
Eugene, Oregon 97401

Attn: Mr. Al Driver
Director of Public Works

Gentlemen:

On January 25, 1979 a satisfactory bid was received from Holst Construction Co., 76700 Hi Prairie Rd., P. O. Box 692, Oakridge, Oregon 97463, for the Camp Creek Road (E.W.E.B. Canal) Bridge Section, FAS-A463.

The anticipated construction cost based on their bid is as follows:

Bid Items	$182,506.00	
4½% Contingencies	8,212.77	
3% Engineering	~~16,425.54~~	$5475.18
ESTIMATED TOTAL COST	~~$207,144.31~~	196,193.95

County's Advance Deposit:
6% of ~~$207,144.31~~ 196,193.95 = $~~12,428.66~~ 11,771.64 or say $~~12,400.00~~ $11,800.00

Please make your check in the amount of $~~12,400.00~~ $11,800.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 16, 1979.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#585: Vern Skoog-Please return completed AD#585 when check is received.
Region 3 Federal Aid Engineer Jack Ayres

January 26, 1979

Lane County
Public Works Dept.
135 E. 6th St.
Eugene, Oregon 97401

Attn: Mr. Al Driver
Director of Public Works

Gentlemen:

On January 25, 1979 a satisfactory bid was received from Holst Construction Co., 76700 Hi Prairie Rd., P. O. Box 692, Oakridge, Oregon 97463, for the Camp Creek Road (E.W.E.B. Canal) Bridge Section, FAS-A463.

The anticipated construction cost based on their bid is as follows:

Bid Items	$182,506.00
4½% Contingencies	8,212.77
3 ~~9~~% Engineering	~~16,425.54~~
ESTIMATED TOTAL COST	~~$207,144.31~~

County's Advance Deposit:
6% of ~~$207,144.31~~ = ~~$12,428.66~~ or say ~~$12,400.00~~ 11 800.00

Please make your check in the amount of ~~$12,400.00~~ payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 16, 1979.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#585: Vern Skoog-Please return completed AD#585 when check is received.
Region 3 Federal Aid Engineer Jack Ayres

8870

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 21, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90062
Project No. RS-A463(1)
Camp Cr. Rd. (EWEB Canal) Bridge Section
Lane County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on January 25, 1979.

DRH:tmw

Attachments

cc: Alfred Shirley, (Region 3)
H. Reynoldson, w/att.

MONTHLY TRANSACTION NO.

FORM PR-
(REV. 4-61)

FEDERAL-AID

(PP

DATE SUBMITTED TO W.O. 12-21-78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YE (71)
		Co. Rd., 1.4 mi. W of Walterville		DHV 80 400	700	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)
	One Bridge							

CARD

CLASS OF FEDERAL FUNDS Rural Secondary

NAME OF URBAN AREA ---

17-31

COUNTY NAME La

ROUTE NO. S

FEDERAL- A46

ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE					
5					ROW					
5					CONST (CODE) X080		"Camp Cr. Rd. (EWEB Canal) Bridge Section	.03	210,000	185,000

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	.03	210,000	185,000
1	14	PROGRAM APPROVAL DATES 10-13-78			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

68	**ADT**	PRESENT DHV 80 400	FUTURE 700 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (9)	ITEM NO. 90062 (14) (18)

V AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER A463 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Lane — CODE 039 (14) (16)

ROUTE NO. S — FEDERAL-AID A463 (32) — STATE Co. Rd. (36) (37) — U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
.03	210,000	185,000	12,500	12,500	ROW-60' normal; Access Control-none; Parking Restrictions-complete.
.03	210,000	185,000	12,500	12,500	
	(16) (23)	(24) (33)			

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

E.W.E.B. CANAL BRIDGE SECTION
PROJECT NO. RS-A463(1)

Existing Facility:
Roadway - (Camp Creek Rd. FAS-A463) Bituminous surfaced roadway consisting of two 10-ft. travel lanes with 2-ft. shoulders.
Structures - EWEB Canal Br. #17-1W-29 - Wood piling, beams and deck, length 144 ft., HC 25 ft., load limit 20 tons.

Adjacent Sections: Same as existing roadway above.

Project Data: Work under this project consists of construction of one prestressed concrete slab span 161 ft. long, 30 ft. wide on present alignment and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 9, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 4.
2) Included in FY '79 AP, shown as project no. 7 page 18 of the "Schedule of Contract Lettings" dated September 1978.

8870

TELEPHONE MEMO

Date 12-15-78

Received Call From Jack Ayers

Made Call To Jack Ayers

Re: E.W.E.B. Canal Bridge Div. State Lands Permit

Jack said Oregon Bridge was notified they must get a DSL Permit or a written write-off from DSL - 12-22-78 still no application to D.S.L. - 12-26-78 Palmateer called Hunter today & said their exc. would only total 48.5 cu. yds. Hunter said to go with job w/o DSL Permit.

Signature

8870

ROBERT W. STRAUS
GOVERNOR

Oregon State Highway Division

REGION 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No. PRO 6

Mr. L.F. Pierce
OBEC
P.O. Box 72
Springfield, OR 97477

October 30, 1978

Dear Mr. Pierce:

(Hydraulic

This will acknowledge receipt of your preliminary report for the Camp Creek Road Bridge over Walterville Canal in Lane County.

By copy of this letter I am forwarding this report to the Project Management Section in Salem for proper distribution.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp

cc: D.H. Moehring ✓ (forwarded to Bridge Section)
Frank Terpin
Larry Asburry
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐
LCE ☒ FAE ☐
NOV 2 1978
Reynoldson
File: PM FA
LG CP

Form 734-3122

OBEC CONSULTING ENGINEERS

October 26, 1978

Mr. Jack Ayres
Oregon Department of Transportation
Region 3 Federal-Aid Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Re: Camp Creek Road Bridge
Walterville Canal
County Bridge No. 17-1W-29
County Road No. 1930
OBEC Project No. 3-157

Dear Mr. Ayres:

Transmitted with this letter is one copy of our preliminary report for this project. The hydraulic study is included in the preliminary report.

We hope to have this project on the OSHD January bid letting, since the canal will be shut down from mid-March to June 1st, and it would be best to have the construction during the shut down.

We would expect to have the final tracings and draft specifications to the bridge division by December 1st.

Please let us know if you need additional copies of the report or if there is anything further that we can do at this time to expedite the project.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb
enclosure

cc: George Price w/report
Walter Hart w/report
Ellis Jones w/report

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 2 1978
File: PM FA
LG OP

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9873

8870

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

9-6-78

520

Attention: Right-of-Way Section

Subject: Federal Aid Project No. ____
Project Name EWEB CANAL BRIDGE SECTION
CAMP CREEK ROAD FAS A463

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 6 day of September, 1978

County of LANE

Stan Biles
STAN BILES
Acting General Administrator

Certified By:

Richard Wilson
for Regional Right-of-Way Supervisor
Date Oct 4, 1978

APPROVED AS TO FORM
DATE Sept 6, 1978
lane county
Frank [illegible]
OFFICE OF LEGAL COUNSEL

Instructions: Complete A or B and C.
R/W File No. ____
Rev. 1/76

8870

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

February 14, 1978

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge receipt of check no. 70897 dated February 3, 1978, in the amount of $3,500.00 as an advance deposit for your FAS-C EWEB Canal Bridge Replacement project no. RS-A463( ) on Camp Creek Road.

By a copy of this letter it is being forwarded to Mr. Skoog, Controller, for routine handling.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

J. E. Christopher
By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
V.E. Skoog
Bill Anhorn
Ellis Jones
L.E. George

also called Walterville Canal Br.

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE FAE ☐ OPE ☐
FEB 15 1978
File: PM FA
LG OP
TA

E-180—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lane County

Eugene, Oregon

By: Al Driver

Director of Public Works
(Official Capacity)

Order No. 3-145

Date 12-20-77

Prefix and account number to which work is to be charged 20-8226

Description and Location of Work To Be Performed or Materials To Be Furnished:

Monitor field survey, review preliminary plans and specifications for EWEB Canal Bridge Section of Camp Creek Road.

Estimate of Quantities and Cost $3,500

Basis of Payment:
- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 3,500.00

Deposit received by Secretary on

Authority from Requisitionist:
- ☒ Agreement dated 8-18-77
- ☐ Letter to .... date
- ☐ Oral request to .... date

Department Authority:
- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by .... in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing Ellis H. Jones, Resident Engineer

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Hwy. Div., Reg. 3 Department

Signed Region Office Coordinator

J. E. Christopher

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP-F190

8870

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~

January 10, 1978

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Driver:

The preliminary engineering phase of your FAS-C EWEB Canal Bridge Replacement project no. RS-A463( ) on Camp Creek Road is being financed by Lane County.

This office has estimated that our involvement (state forces) in this phase of the project, monitoring the field survey, reviewing preliminary plans and specifications will amount to $3,500.00.

Please forward a check in this amount to this office at your earliest convenience.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Walter Hart
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☑ OPE ☐
JAN 13 1978
M
File: PM FA
LG OP
TAA ____________

Form E-180–3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lane County

Eugene, Oregon

By: Al Driver

Director of Public Works
(Official Capacity)

Order No. 3-145

Date 12-20-77

Prefix and account number to which work is to be charged 20-8226

Description and Location of Work To Be Performed or Materials To Be Furnished:

Monitor field survey, review preliminary plans and specifications for EWEB Canal Bridge Section of Camp Creek Road.

Estimate of Quantities and Cost $3,500

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 3,500.00

Deposit received by Secretary on

Authority from Requisitionist:

- ☒ Agreement dated 8-18-77
- ☐ Letter to ..., date
- ☐ Oral request to ..., date

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by ... in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing Ellis H. Jones, Resident Engineer

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Order prepared by Hwy. Div., Reg. 3 Department

Signed Region Office Coordinator

J. E. Christopher

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP-7180

8870

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 26, 1978

Donald L. Trout

FROM: Donald L. Trout
Final Project Development Coordinator

TO: MEMO TO THE FILES

SUBJECT: Camp Creek Road (E.W.E.B. Canal) Bridge Section
Camp Creek Road
Lane County

NOTED
E. S. HUNTER

This memo is in reference to the possible requirement for a Division of State Lands Removal/Fill Permit for the stream work on the above project.

Mr. Wally Palmateer of OBEC Consulting Engineers, today informed Mr. Ed Hunter, Technical Services Engineer, that the quantities for the stream work totaled 48.5 cubic yards. This is less than the requirement for a Division of State Lands Permit. With this information we will proceed with the project.

DLT:ab

cc: E. S. Hunter
Wally Palmateer, OBEC
C. T. Keasey
Walt Hart
Alfred Shirley, Jr.
Jack Sullivan

RECEIVED
TECHNICAL SERVICES
DEC 27 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8870

9

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon- Department of Transportation

PROJECT TITLE: Camp Creek Road- NE of Springfield
EWEB Canal Bridge RS-A463

PNRS #: 7710 2 220

DATE : November 17, 1977

The State Clearinghouse has received additional comments from Division of State Lands subsequent to our conclusion letter of November 16, 1977, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
NOV 28 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

cc: G. L. Green
J. B. Boyd
W. J. Hart
Aeronautics Div.
B. L. Gifford
H. S. Coulter ✓
J. H. Versteeg
A. Shirley, Reg.3
Paul Hartwig, Parks
F. E. Terpin
Gary Potter
WM. Anhorn, Dist. 5

BEN GIFFORD

9-30-77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW NOV 11 1977

Project #: 7710 2 220 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

8870 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: EWEB Canal Bridge RS-A463
Camp Creek Road NE of Springfield

DATE: November 16, 1977

RECEIVED
STATE HWY ENGR
NOV 18 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The state has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
A. Shirley, Reg. 3
Wm. Anhorn, Dist. 5
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7710 2 220

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S.COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
9-30-77

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7710 2 220 Due Date: NOV 11 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Department of Fish and Wildlife has no objection to the proposed project providing the following conditions are met.

1. Instream turbidity and sedimentation must be prevented during removal of the old bridge and installation of the new one.
2. No instream activity should occur between Sept. 1 and June 30 to protect spring chinook and summer steelhead spawn.
3. Potential pollutants are stored away from the construction site to prevent the accidental spills of those material from entering the stream.
4. Please coordinate this project with our district fishery biologist, Chris Christianson in Eugene (726-3515)

Agency Fish & Wildlife By William E. Pitney

8870

9

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 30, 1977

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Avenue East
Eugene, OR 97401

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 5
Section: EWEB Canal Bridge (Bridge #17-1W-29)
Highway: Camp Creek Road
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 31, 1977.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3; A. Shirley, JR.
District 5; Wm. Anhorn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 7 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 EWEB Canal Bridge RS-A463			
11	12] PROJECT LOCATION—CITY Camp Creek Road NE of Springfield	PROJECT LOCATION—COUNTY Lane	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] This proposal is to replace an existing deficient wood structure over the EWEB [71

07 12] Power Canal with a clear-span concrete structure. Stage construction will [71

08 12] permit traffic flow and eliminate the need for a detour. [71

09 12] (See attachment) [71

10 12]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	146,200	-	11,900	11,900	-	170,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 US Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Sept. 30, 1977	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Oct	43] DAY [44 31	45] YEAR [46 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 30, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of nonmajor environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

NON-MAJOR
RS-A463(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 9, 1977

Section EWEB Canal Bridge (Bridge #17-1W-29)

Unit (if appl) N/A

County Lane

City East of Springfield

Highway Camp Creek Road

State Hwy. No. N/A

Termini: M.P.(if appl) 6.99

Length 144 feet

Region 3

Construction Estimate $155,000 Program Amount

B. Purpose of Project:

To increase road weight capacity and safety by replacing a narrow, deteriorating wooden bridge with a concrete structure meeting present and projected needs.

C. Origin & History of Project:

Camp Creek Road is designated as a rural major collector under the State Functional Highway Classification. Camp Creek Road was rebuilt in 1957 and repaved west of the bridge in 1975. This structure carries a 20-ton load limit and has been listed as needing repair in bridge inspections over the last several years. The project has been designated in the current county 5-year Capital Improvement Program.

D. General Description of Project:

The existing deficient wood structure over the EWEB power canal is to be replaced at the same location with a clear-span concrete structure. By closing one lane at a time, traffic will not have to be detoured.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. 2 ft. ; Parking None

Proposed: No. Lanes 2 ; Med. None ; Shldrs. 4 ft. ; Parking None

Traffic: Existing Facility: Existing ADT 390 ; Projected ADT 466 ; Yr. 1987

Existing Level of Service ______

Proposed Facility: Projected ADT 466 ; Yr. 1987

Projected Level of Service B

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.08 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

As part of the contract with Lane County, the contractor will be required to remove all bridge materials and construction debris from the site. No disposal of materials or infiltration by fuels or other liquids to be permitted in the waterway.

Type of Structure(s): Concrete clear-span structure, specifics to be designed.

Brief Description of River or Stream and Type of Involvement, if any: The subject structure is a crossing over the Eugene Water and Electric Board's power canal downstream from the Walterville Power Plant. This is water diverted from the McKenzie River for the purpose of hydroelectric power production. The canal is approximately 100 feet in width with a flow rate of approximately 2000 c.f.s. Banks rise sharply from the water's edge for about 17 feet and are covered in grass and brambles with scattered Douglas firs and maples

Local City, County or COG priorities of project:

A high priority project for Lane County, included in the five-year capital improvement program.

FHWA and/or OSHD approvals given, if any:

None to date.

Location or Design Alternatives (identify and describe):

Proposed bridge to be constructed in same location as existing structure. Alternate locations would require realignment of Camp Creek Road. Existing alignment is satisfactory.

Other Descriptive Information or Comments:

This is NOT a covered bridge.
Shoulder width will be sufficient for bikeways if the road should be included on a future bike and pedestrian network.

(Attach project sketch map.) Project sketch map attached.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The site of the proposed project is along the north edge of the McKenzie Basin. Low hills with thin growths of small to medium sized evergreen trees rise immediately to the north of the EWEB canal. Descending in a gentle slope to the south are the green meadows and scattered farm lots of the lower McKenzie Valley. The EWEB diversion canal was incorporated into a natural drainage system more than 50 years ago; a small stream still flows into the canal upstream from the power plant, and the tail race flows into a meander channel of the McKenzie River several miles downstream. Native cutthroat trout populate the tail race. During each salmon run, racks are placed in the stream to prevent the passage of salmon up to the area of the power plant and bridge.

2. Cultural: There are three residential structures in the immediate vicinity, the closest of which is several hundred feet away. In all, about five or six houses can be seen in this end of the valley from the bridge vantage point. The area is very definitely rural in character. The occasional passage of a car or truck is the only interruption to the steady murmur of flowing water and other natural sounds. The power plant has not been observed to produce significant noise and, being hydroelectric, there are no air contaminants generated.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A 10-foot wide strip on each side of the road for approximately 150 feet east of the bridge will be purchased. This land is currently unoccupied by any uses and the right-of-way acquisition is not considered significant.

2. Estimated Impact on Traffic Patterns:

Project will have no measurable impact on traffic patterns. Traffic will not be rerouted during construction. Due to road alignment in other areas, log and pole truck traffic is already prohibited from using the road and, therefore, the higher load limit will not encourage greater logging traffic.

Consequences--Air Quality, Noise, Safety, etc.:

No expected change in noise or air quality. Existing traffic will have a safer roadway over which to travel.

3. Estimated Impact on Land Use:

No anticipated impact on land use.

Consequences:

None expected.

4. Expected Impact on Natural Ecological Resources:

The present bridge structure has numerous pole pilings driven into the stream bed. These will be pulled and replaced by a clear span structure.

Consequences: Impediments to water flow causing turbulence and noise will be removed. Aeration is not a significant factor to the fish population as water is sufficiently churned up further upstream. Primary consequences are that the stream will be quieter in the immediate area.

5. Expected Impact on Cultural and Scenic Resources:

No impacts on cultural environment identified other than those resulting from a safer, standard-width roadway.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Maintenance of existing water quality in the project reach of the canal.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable.

b. Noise Standards This proposal is unrelated to traffic noise increases; hence, no noise study report as per FHPM 7-7-3 is required.

c. Water Quality Standards
No intrusion of the waterway. Water quality will not be degraded other than for the short period when pilings are removed.

d. Area Land Use and Transportation Plans, and Zoning

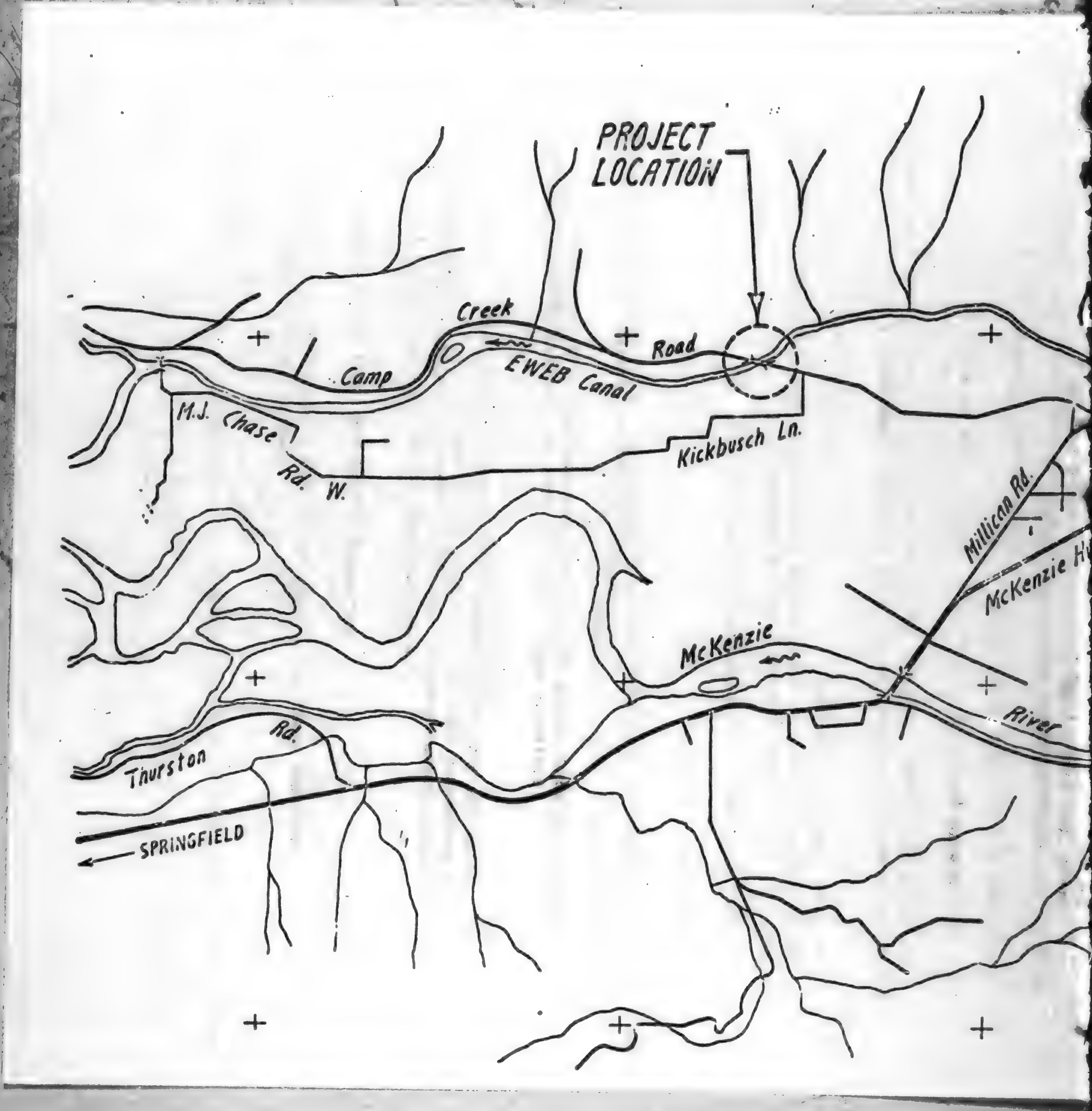
Consistent

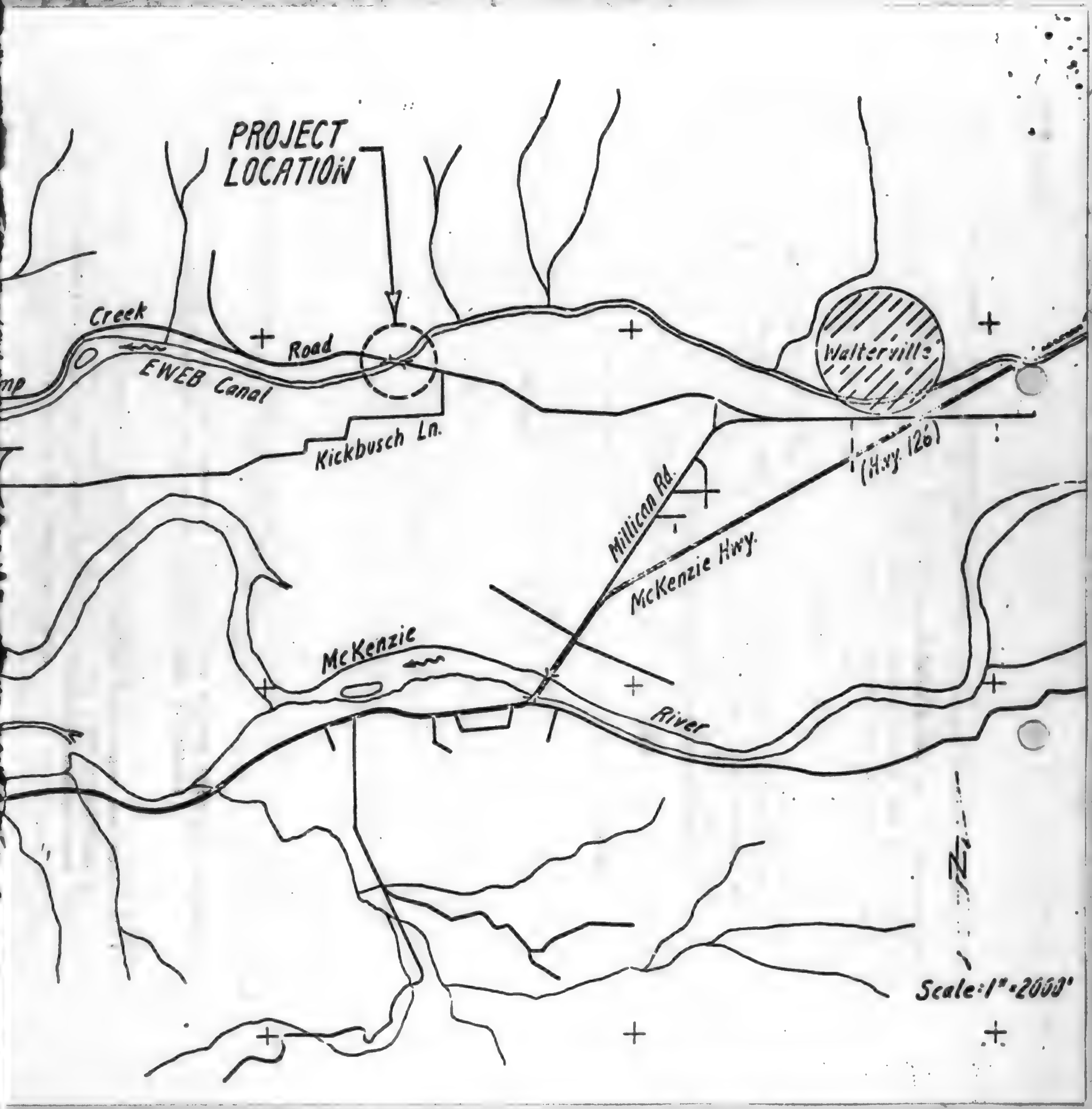
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _x__ 3 ____ 4


PROJECT LOCATION
Camp Creek Road
EWEB Canal
M.J. Chase Rd. W.
Kickbusch Ln.
Millican Rd.
McKenzie H
McKenzie River
Thurston Rd.
SPRINGFIELD


PROJECT LOCATION
Creek
Road
EWEB Canal
Kickbusch Ln.
Walterville
(Hwy. 126)
Millican Rd.
McKenzie Hwy.
McKenzie
River
N
Scale: 1" = 2000'

8870

8

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 21, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
EWEB Canal Bridge
Bridge #17-IW-29
Camp Creek Road
Lane County

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-22-77

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3: Alfred Shirley, Jr.
District 5: William Anhorn
Region 3 Geologist: Elliott Parker
B. L. Gifford

8870 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 9, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project RS-A463(-)
EWEB Canal Bridge - Br. #17-OW-29
Camp Creek Rd.
Lane County
PROJECT ASSESSMENT

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's June 28, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H.
G. L. Green
for

cc:
OSHD (Reg. 3, Engelmann)
ODOT (Laux, Potter)

RECEIVED
STATE HWY ENGR
SEP 13 '77
REFER TO
Orig. to
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8870

9

August 18, 1977

Lane County Board of Commissioners
Courthouse/Public Service Building
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 6188

Attention: Don Penfold
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement to construct the EWEB Canal Bridge Section of the Camp Creek Road in Lane County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8870

DATE: June 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FASC Project Requests

On the Consent Calendar for the June 21 meeting will be eight requests for approval of Federal Aid Secondary System Projects.

Clatsop County is requesting a $575,000 project to reconstruct a 0.53 mile section of Youngs River Loop Road and to replace the bridge across Youngs River.

A $365,000 project to realign approximately 1,500 feet of Dethman Ridge Road and construct a structure across Neal Creek is being requested by Hood River County.

The request from Lane County is for replacing an existing wooden bridge crossing EWEB power canal with a concrete structure estimated to cost $135,000.

Linn County is requesting a $490,000 project to replace the existing steel bridge crossing the South Santiam River on Pleasant Valley Road in Sweet Home.

The request from Malheur County is for a $107,000 project to replace a pony truss bridge with a concrete structure crossing Bully Creek on Airport Road.

A $198,000 project to widen and improve a 0.48 mile section of N.E. 8th Avenue in MiltonFreewater is the request from Umatilla County.

Union County's request is for replacing a deficient bridge across the Grande Ronde River on Pierce Lane with a concrete structure estimated to cost $182,000.

The request from Wallowa County is for a $154,000 project to construct a structure across the Imnaha River and realign approximately 900 feet of Imnaha River Road.

Federal Aid Secondary funds for these projects is estimated at $1,897,160 with the State providing approximately $154,420 in match funds and a like amount being contributed by the counties.

These projects have been investigated and are eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachments (20)

GEZ:ljt

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
V. E. Skoog
E. L. Hardt, Reg. 1
John Sheldrake, Reg. 2
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell
Max Klotz

LANE COUNTY
Proposed FAS-C Project

EWEB Canal Bridge
Camp Creek Road, FAS 463
Structure
$135,000

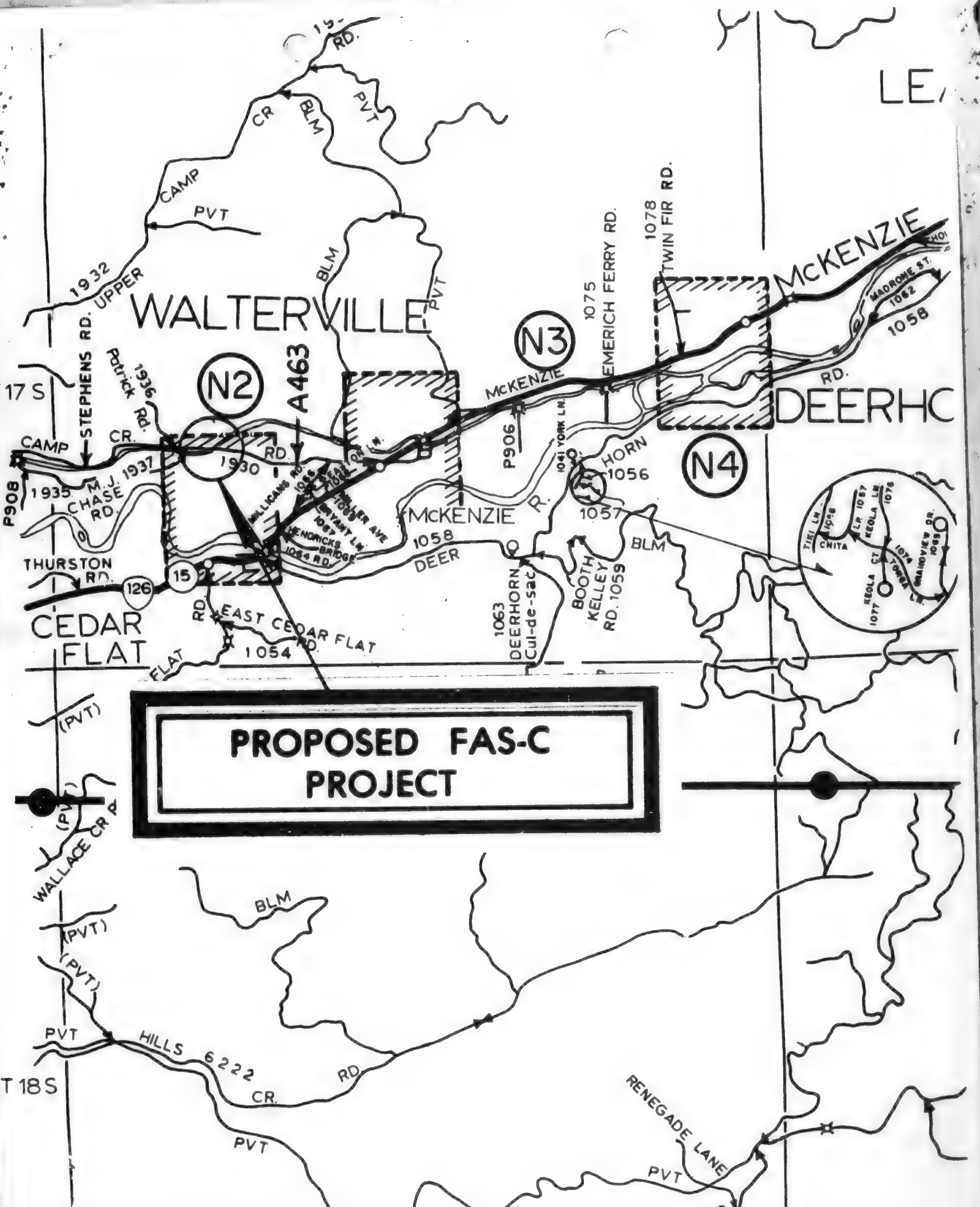
This project will replace an existing wooden bridge crossing EWEB power canal with a concrete clear span structure. The structure will be approximately 144 feet in length and provide a 32-foot clear width.

County will construct the approaches and furnish and install guardrail after structure is constructed.

County intends to engage a consultant to perform the preliminary engineering and will pay all costs.

Construction engineering will be participating cost and will be performed by a consultant.

77-a
6/6/77


WALTERVILLE
N2
N3
N4
A463
McKENZIE
DEERHC
LE
CEDAR FLAT
T17S
T18S
UPPER CAMP CR. RD. 1932
STEPHENS RD.
Patrick Rd. 1936
CAMP CR. RD. 1930
M.J. 1937
CHASE RD. 1935
P908
THURSTON RD.
126
15
EAST CEDAR FLAT RD. 1054
FLAT
McKENZIE R.
McKENZIE RD.
P906
1041 YORK LN.
HORN 1056
1057
DEER HORN 1058
1063 DEERHORN Cul-de-sac
BOOTH KELLEY RD. 1059
1075 EMERICH FERRY RD.
1078 TWIN FIR RD.
MADRONE ST. 1062
1058
HENDRICKS BRIDGE 1064 RD.
WILLIAMS RD.
BRYANT LN.
MILLER AVE
TIKI LN.
CHITA
KEOLA LN.
KEOLA CT.
DIAMOND VIEW DR.
BLM
PVT
(PVT)
WALLACE CR.
HILLS CR. RD. 6222
RENEGADE LANE
6230
P975
6220

PROPOSED FAS-C PROJECT

8870

FAS-C
Rulien Lane Co.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

March 18, 1977

Mr. Al Driver, Director
Dept. of Transportation
Lane County
125 East Eighth
Eugene, OR 97401

Dear Mr. Driver:

As you know, there were some difficulties concerning your original request for a bridge replacement project on Camp Creek Road over the EWEB Canal. The request was for FAS-C funding and the route was not, at that time, on the system. We are now advised that the Federal Highway Administration has approved Camp Creek Road on the secondary FA System.

Your application will now be placed on file with all other county requests received during the agreed open period (March 1 - May 1) specified in the AOC-State Agreement. This will place your project in line for consideration for available (under the formula) fiscal year 1978 funds. All FY 77 funds are obligated.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
MAR 21 '77
REFER TO: Prang H

Info	Investigate	R/D	Action	File	Letter	See me
			X			

NOTED
MAINOR C. HOLMES

✓ B

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Glen Clark
Region 3 Federal Aid Engineer

DATE: March 14, 1977

New window (March - May 1)

FROM: Robert H. Prange Robert H Prange
Local Projects Manager

SUBJECT: EWEB Canal (Camp Creek Road) Bridge
FAS A-463
Lane County

We have reviewed Lane County's subject FAS-C project request and will hold it until Fiscal Year 1978 FAS Funds has been appropriated. It will then be considered in the county's order of priority along with all other project requests received before the May 1 deadline.

We have just received word that FHWA has approved Camp Creek Road as FAS Route A-463. So all we need now is notification of the federal aid appropriation.

Since Lane County is probably having Oregon Bridge perform the engineering, I assume that preliminary engineering will be done without federal participation, in which case FHWA approval is not required for preliminary engineering to begin. However, it will not be a viable project until Transportation Commission approval.

RHP:sch

ROSEBURG [illegible]
RECEIVED
MAR 1[illegible] 1977

81-125-1307

8870

FAS-C

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 3, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L.W. Rulien
Program Management Engineer

SUBJECT: Submission of FAS-C
Project Application
Camp Creek Road Bridge
over EWEB Canal
Lane County
FAS A463

This office received the subject bridge replacement project on December 7, 1976 and returned it to Lane County when it was determined that Camp Creek Road was not on the FAS-C System.

The project was resubmitted by Lane County on January 13, 1977, after a functional classification meeting held 1/12/77 wherein Mr. Severson of our Salem Office indicated the road would be included in a presentation to FHWA.

A check on 3/2/77 revealed that this had been part of a submission made more than 30 days ago, but no formal responce has been received from FHWA.

In hope that Camp Creek Road will be approved as part of the secondary system and to insure compliance with the February 1 deadline for project submission under the agreement with AOC, this application is submitted.

The assessment has been processed and to date it would seem the assessment is the only document required.

GC/slc

cc: Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT

MAR 7 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

system OK?

R

8970

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 9, 1977

Section EWEB Canal Bridge (Bridge #17-1W-29)

Unit (if appl) N/A

County Lane

City East of Springfield

Highway Camp Creek Road

State Hwy. No. N/A

Termini: M.P.(if appl) 6.99

Length 144 feet

Region 3

Construction Estimate $155,000
Program Amount

B. Purpose of Project:

To increase road weight capacity and safety by replacing a narrow, deteriorating wooden bridge with a concrete structure meeting present and projected needs.

C. Origin & History of Project:

Camp Creek Road is designated as a rural major collector under the State Functional Highway Classification. Camp Creek Road was rebuilt in 1957 and repaved west of the bridge in 1975. This structure carries a 20-ton load limit and has been listed as needing repair in bridge inspections over the last several years. The project has been designated in the current county 5-year Capital Improvement Program.

D. General Description of Project:

The existing deficient wood structure over the EWEB power canal is to be replaced at the same location with a clear-span concrete structure. By closing one lane at a time, traffic will not have to be detoured.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. 2 ft. ; Parking None

Proposed: No. Lanes 2 ; Med. None ; Shldrs. 4 ft. ; Parking None

Traffic: Existing Facility: Existing ADT 390 ; Projected ADT 466 ; Yr. 1987

Existing Level of Service ______

Proposed Facility: Projected ADT 466 ; Yr. 1987

Projected Level of Service B

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 0.08; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

As part of the contract with Lane County, the contractor will be required to remove all bridge materials and construction debris from the site. No disposal of materials or infiltration by fuels or other liquids to be permitted in the waterway.

Type of Structure(s): Concrete clear-span structure, specifics to be designed.

Brief Description of River or Stream and Type of Involvement, if any: The subject structure is a crossing over the Eugene Water and Electric Board's power canal downstream from the Walterville Power Plant. This is water diverted from the McKenzie River for the purpose of hydroelectric power production. The canal is approximately 100 feet in width with a flow rate of approximately 2000 c.f.s. Banks rise sharply from the water's edge for about 17 feet and are covered in grass and brambles with scattered Douglas firs and maples.

Local City, County or COG priorities of project:

A high priority project for Lane County, included in the five-year capital improvement program.

FHWA and/or OSHD approvals given, if any:

None to date.

Location or Design Alternatives (identify and describe):

Proposed bridge to be constructed in same location as existing structure. Alternate locations would require realignment of Camp Creek Road. Existing alignment is satisfactory.

Other Descriptive Information or Comments:

This is NOT a covered bridge.
Shoulder width will be sufficient for bikeways if the road should be included on a future bike and pedestrian network.

(Attach project sketch map.) Project sketch map attached.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The site of the proposed project is along the north edge of the McKenzie Basin. Low hills with thin growths of small to medium sized evergreen trees rise immediately to the north of the EWEB canal. Descending in a gentle slope to the south are the green meadows and scattered farm lots of the lower McKenzie Valley. The EWEB diversion canal was incorporated into a natural drainage system more than 50 years ago; a small stream still flows into the canal upstream from the power plant, and the tail race flows into a meander channel of the McKenzie River several miles downstream. Native cutthroat trout populate the tail race. During each salmon run, racks are placed in the stream to prevent the passage of salmon up to the area of the power plant and bridge.

2. Cultural: There are three residential structures in the immediate vicinity, the closest of which is several hundred feet away. In all, about five or six houses can be seen in this end of the valley from the bridge vantage point. The area is very definitely rural in character. The occasional passage of a car or truck is the only interruption to the steady murmur of flowing water and other natural sounds. The power plant has not been observed to produce significant noise and, being hydroelectric, there are no air contaminants generated.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A 10-foot wide strip on each side of the road for approximately 150 feet east of the bridge will be purchased. This land is currently unoccupied by any uses and the right-of-way acquisition is not considered significant.

2. Estimated Impact on Traffic Patterns:

Project will have no measurable impact on traffic patterns. Traffic will not be rerouted during construction. Due to road alignment in other areas, log and pole truck traffic is already prohibited from using the road and, therefore, the higher load limit will not encourage greater logging traffic.

Consequences--Air Quality, Noise, Safety, etc.:

No expected change in noise or air quality. Existing traffic will have a safer roadway over which to travel.

3. Estimated Impact on Land Use:

No anticipated impact on land use.

Consequences:

None expected.

4. Expected Impact on Natural Ecological Resources:

The present bridge structure has numerous pole pilings driven into the stream bed. These will be pulled and replaced by a clear span structure.

Consequences: Impediments to water flow causing turbulence and noise will be removed. Aeration is not a significant factor to the fish population as water is sufficiently churned up further upstream. Primary consequences are that the stream will be quieter in the immediate area.

5. Expected Impact on Cultural and Scenic Resources:

No impacts on cultural environment identified other than those resulting from a safer, standard-width roadway.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Maintenance of existing water quality in the project reach of the canal.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable.

b. Noise Standards This proposal is unrelated to traffic noise increases; hence, no noise study report as per FHPM 7-7-3 is required.

c. Water Quality Standards
No intrusion of the waterway. Water quality will not be degraded other than for the short period when pilings are removed.

d. Area Land Use and Transportation Plans, and Zoning

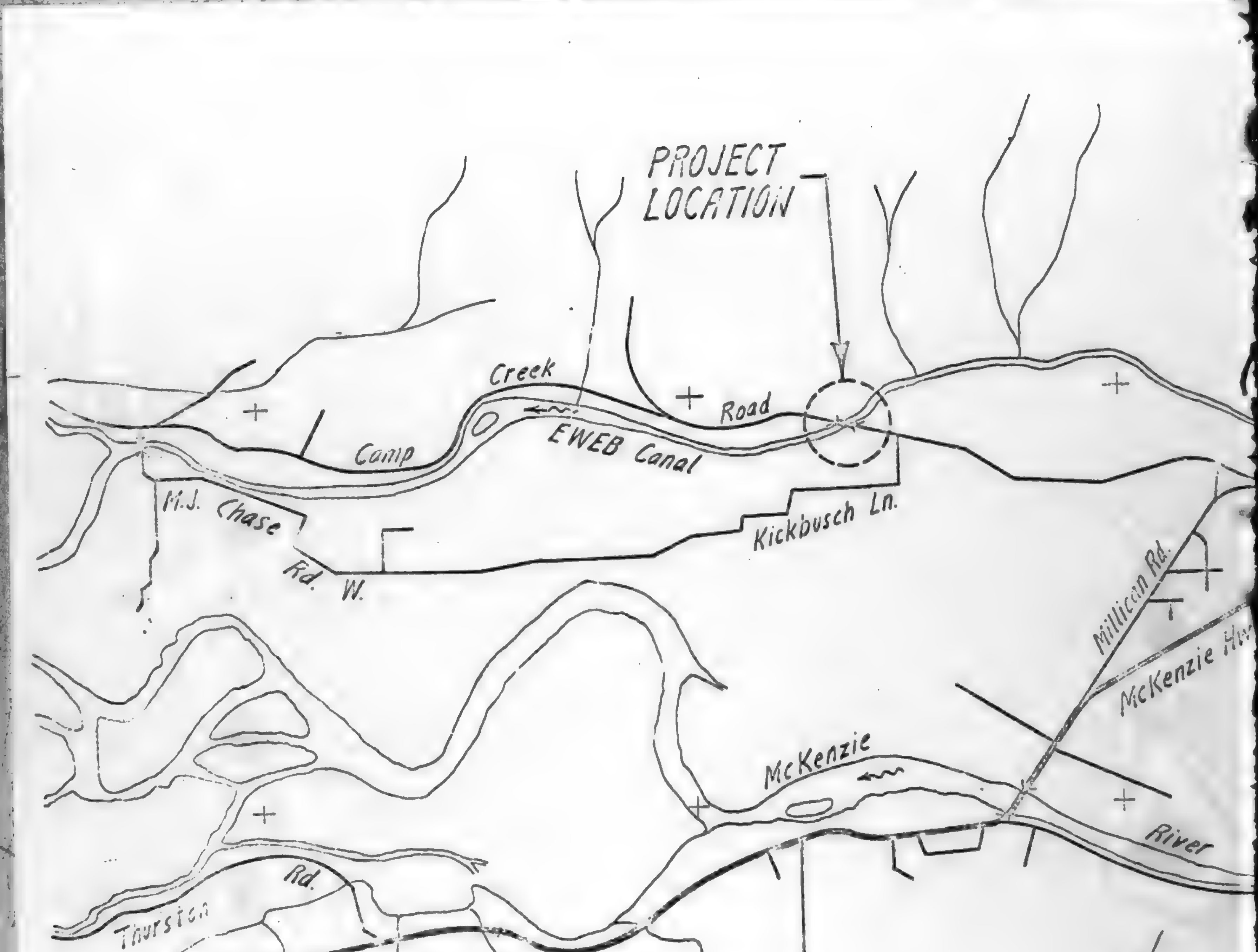
Consistent

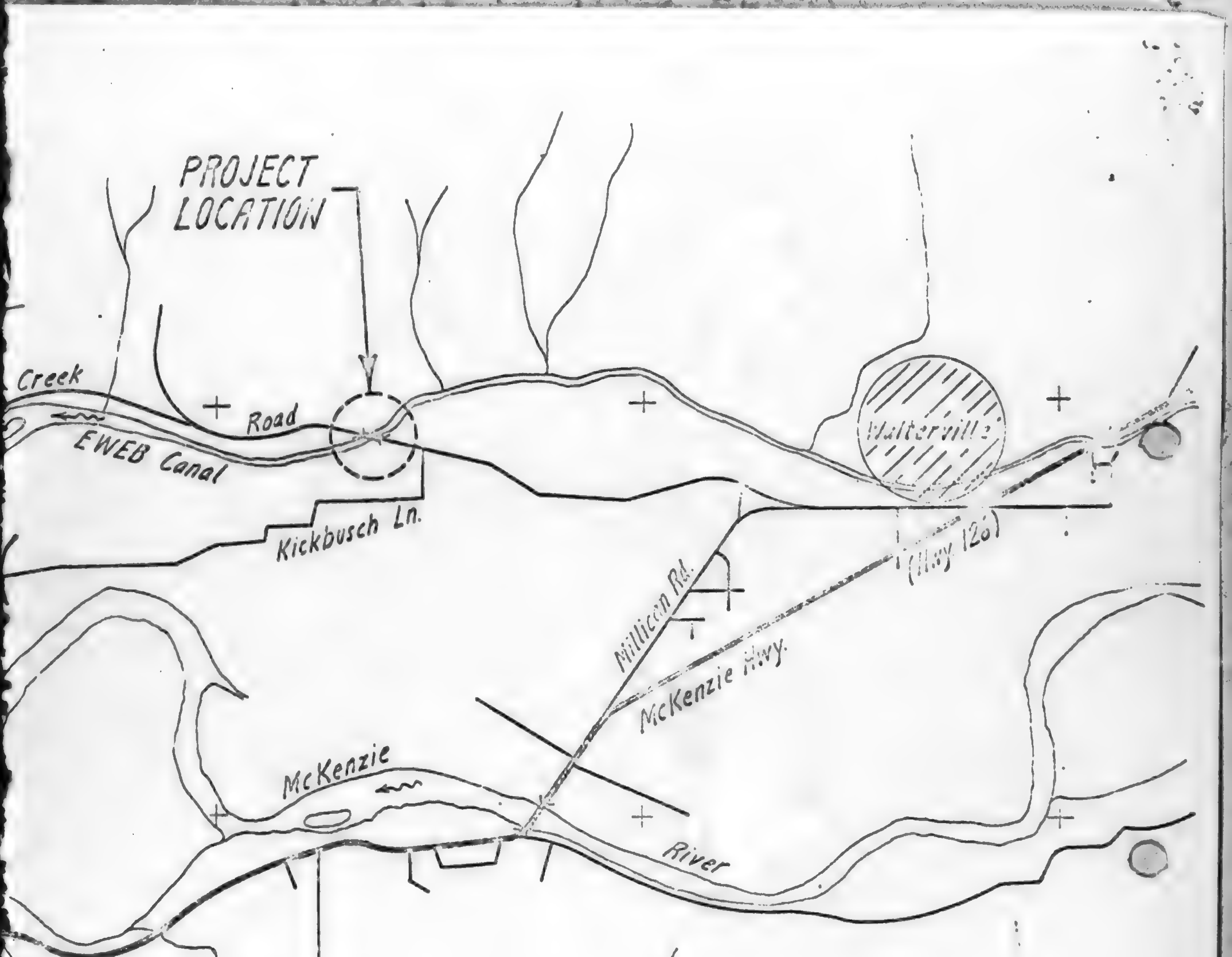
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


PROJECT LOCATION
Camp Creek Road
EWEB Canal
M.J. Chase Rd. W.
Kickbusch Ln.
Millican Rd.
McKenzie Hw
McKenzie River
Thurston Rd.
SPRINGFIELD


PROJECT LOCATION
Creek
Road
EWEB Canal
Kickbusch Ln.
Walterville
(Hwy 126)
Millican Rd.
McKenzie Hwy.
McKenzie
River
N
Scale: 1" = 2000'

8870

~~Rulien~~ Lane Co
Tent FAS-C

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

Mr. John E. Goodson
Trans. Planning Engineer
Lane County
135 East Sixth Avenue
Eugene, OR 97401

January 18, 1977

Dear Mr. Goodson:

This will acknowledge your letter of January 13, 1977, transmitting an application and assessment for an FAS-C financed bridge replacement project over EWEB's Canal on Camp Creek Road.

As agreed at a meeting in your office January 12, 1977 concerning functional classification, this office would accept your application although officially Camp Creek Road is not on the FAS-C System at this time. It was decided at the above mentioned meeting that Camp Creek Road would be recommended to FHWA for inclusion as a major collector and for inclusion in the FAS System.

It is hoped that you are aware that Lane County is 26th on a 36 county priority scale. You have a -.75 years allocation on the books. Your yearly allocation is $205,000. Monies may not be available under the Association of Oregon Counties - State Agreement for such matters.

By a copy of this letter, your assessment is being given to Mr. Eb Engelmann, Region Environmentalist, for processing and review. He may wish to contact you for additional information.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

(For prior info
See Lane Co Rds
GC file)

GC/slc

cc: L.W. Rulien ✓
Bill Anhorn
Ellis Jones
Eb Engelmann

PROJECT [illegible]
[illegible] 21 77
FOR
R/D
Action ✓
File

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 24 1977
✓ COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___
Other

8870

lane county

January 13, 1977

Mr. Glen L. Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

As per your suggestion made at our meeting yesterday, we are resubmitting an FAS-C Federal Aid Project Request and Assessment for reconstruction of Camp Creek Bridge (17-1W-29) on Camp Creek Road.

The County intends to pay all preliminary engineering costs of this project.

Your assistance in reviewing and processing this request is appreciated. I want to especially thank you for your efforts extended in organizing the meeting yesterday and for your assistance in getting the changes we requested made to the State Functional Classification Maps.

Very truly yours,

John E. Goodson

John E. Goodson
Transportation Planning Engineer

JEG:gc

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

FEDERAL AID PROJECT REQUEST

A463 - To be put on system

Date

Applicant Agency LANE COUNTY

Request for: Off-System , FAS-C X , FAUS Project

Federal Aid Route No. Route Name Camp Creek Road (Road No 1930).

Project Name Camp Creek Bridge Reconstruction (17-1W-29)

Project Length 150 ft. Project Location (Attach sketch map)

Project Description The replacement of an existing wooden structure bridge with a concrete clear span structure to increase roadway width and load bearing capacity.

Average Daily Traffic 390 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes (2) 10 ft. Shoulders 2 ft.

Medians None Parking None

Sidewalks None

Remarks Bridge has 20-ton load limit

2. Desired Roadway Cross Section: (Attach sketch)

Width 30 Travel Lanes (2) 11 ft. Shoulders (2) 4 foot

Medians None Parking None

Curbed Length Curb Radii

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum 40 ft. Maximum 60 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes No X

3. Will additional right-of-way be needed? Yes X No

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No X

Remarks Approximately 10 feet of additional right-of-way will be purchased on both the north and south sides of road east of the bridge for a distance of approximately 150 feet.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No existing signalization.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

2. **Proposed Signalization:** No signalization proposed.

Location
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant?
By applicant

4. **Permanent Striping:**

Include in project or by applicant?
By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

No existing illumination.

2. **Proposed Illumination:** No illumination proposed.

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location M.P. 6.99 on Camp Creek Road at EWEB power canal crossing.
Type Wood pilings, beams and deck
Approach Roadway Width 20 feet Shoulder Width 2 feet
Length 144 feet Width 25 feet
To remain in place? No - to be replaced.

2. **Proposed Structure:**

Location Same
Approximate Size: Length 144 feet Width 32 feet

Are sidewalk/bikeways desired: NO

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	LANE COUNTY DEPARTMENT OF TRANSPORTATION Office
2.	Environmental	LANE COUNTY DEPARTMENT OF TRANSPORTATION Office
3.	Public Hearing	LANE COUNTY DEPARTMENT OF TRANSPORTATION Office

Remarks TRANSPORTATION PLANNING ENGINEER (503)687-4491

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant__________ State__________ Consultant X

3. Will **applicant perform** any work prior to or **after award of** contract?

Yes X No__________

If "yes," describe briefly: Perform approach work, including guardrail after bridge completion.

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	135,000
Railroad	
Other	
Preliminary engineering	
PROJECT TOTAL	$ 135,000

Remarks__________

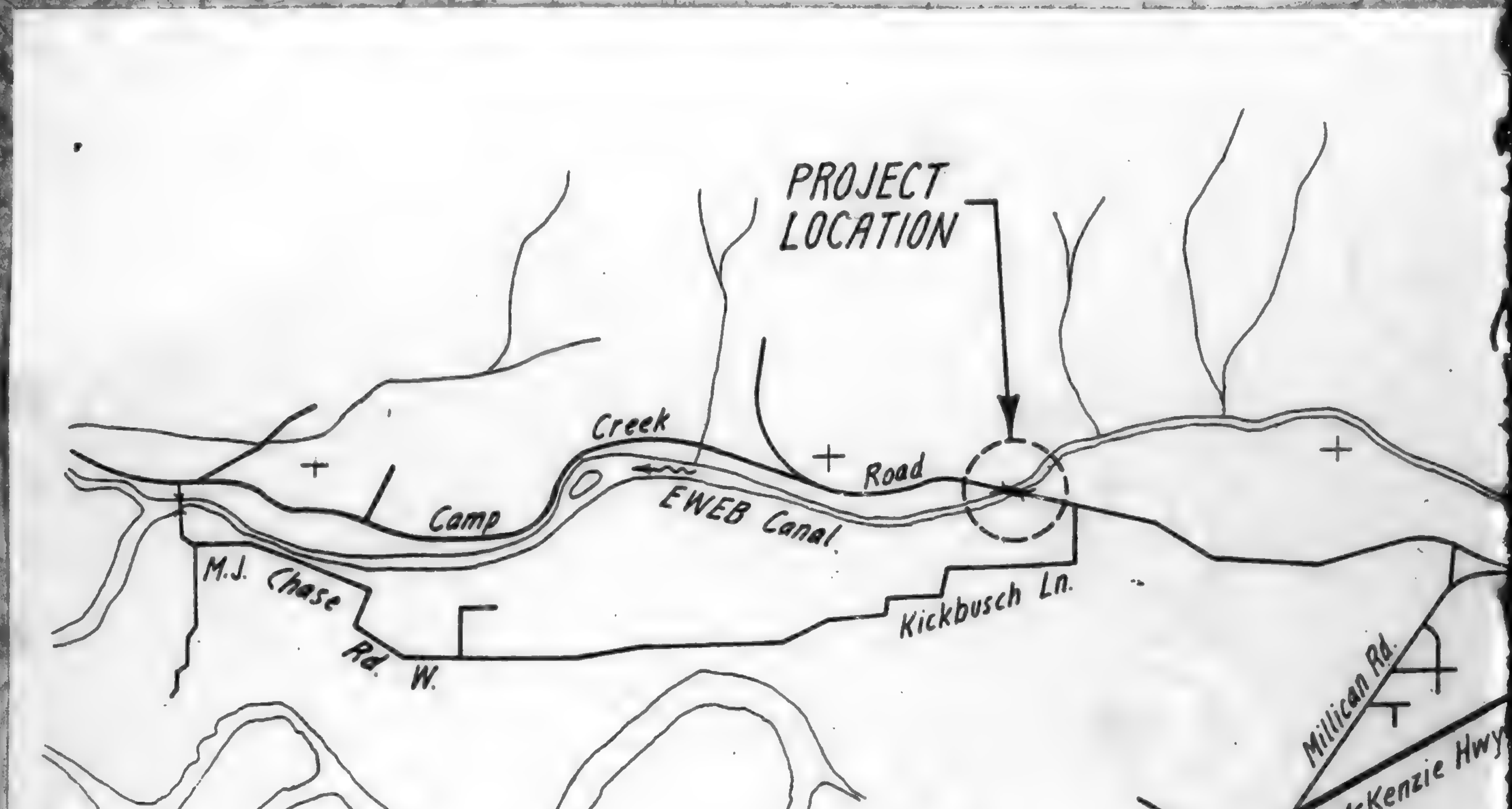
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

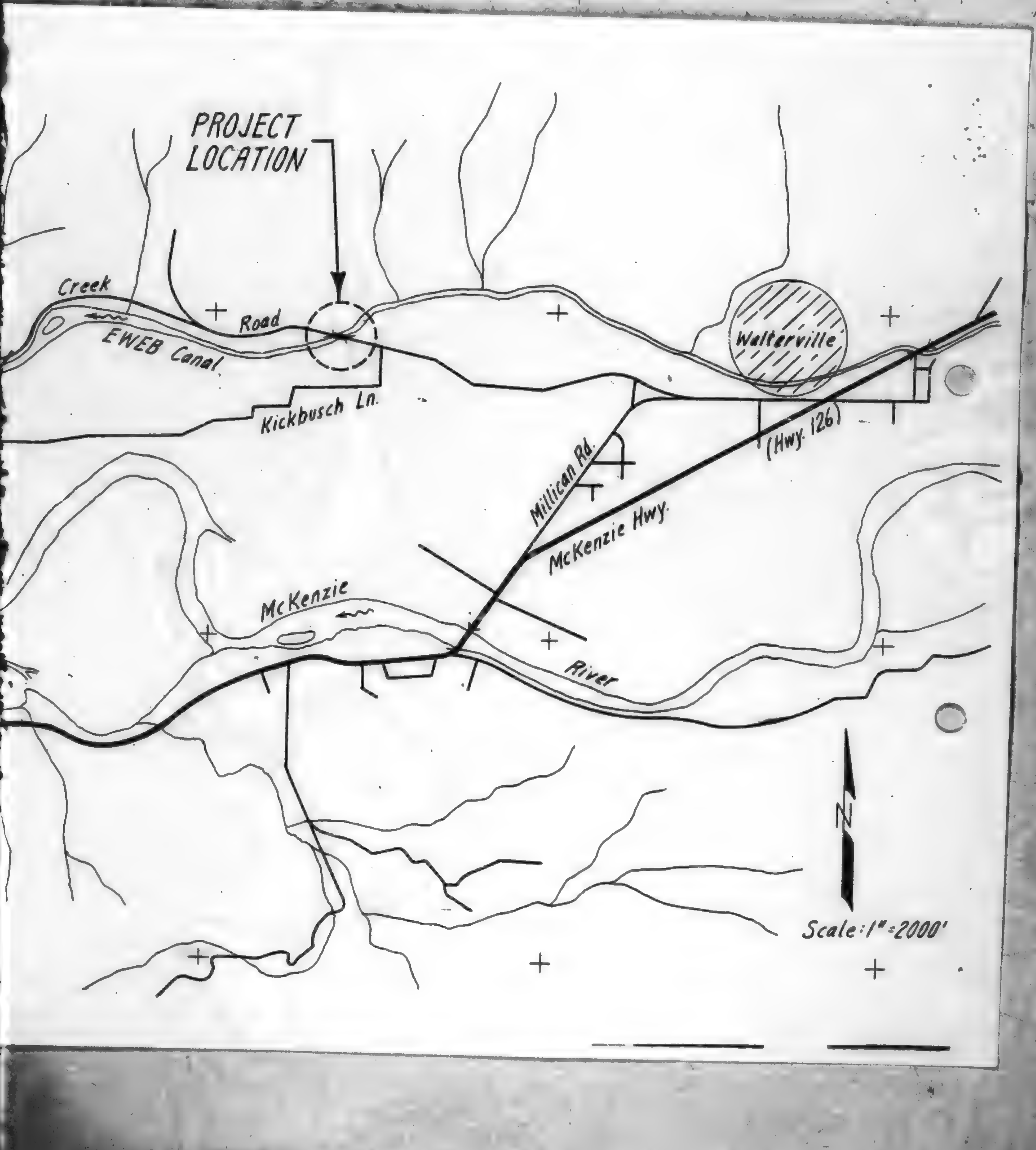
CITY OF __________ and/or LANE COUNTY

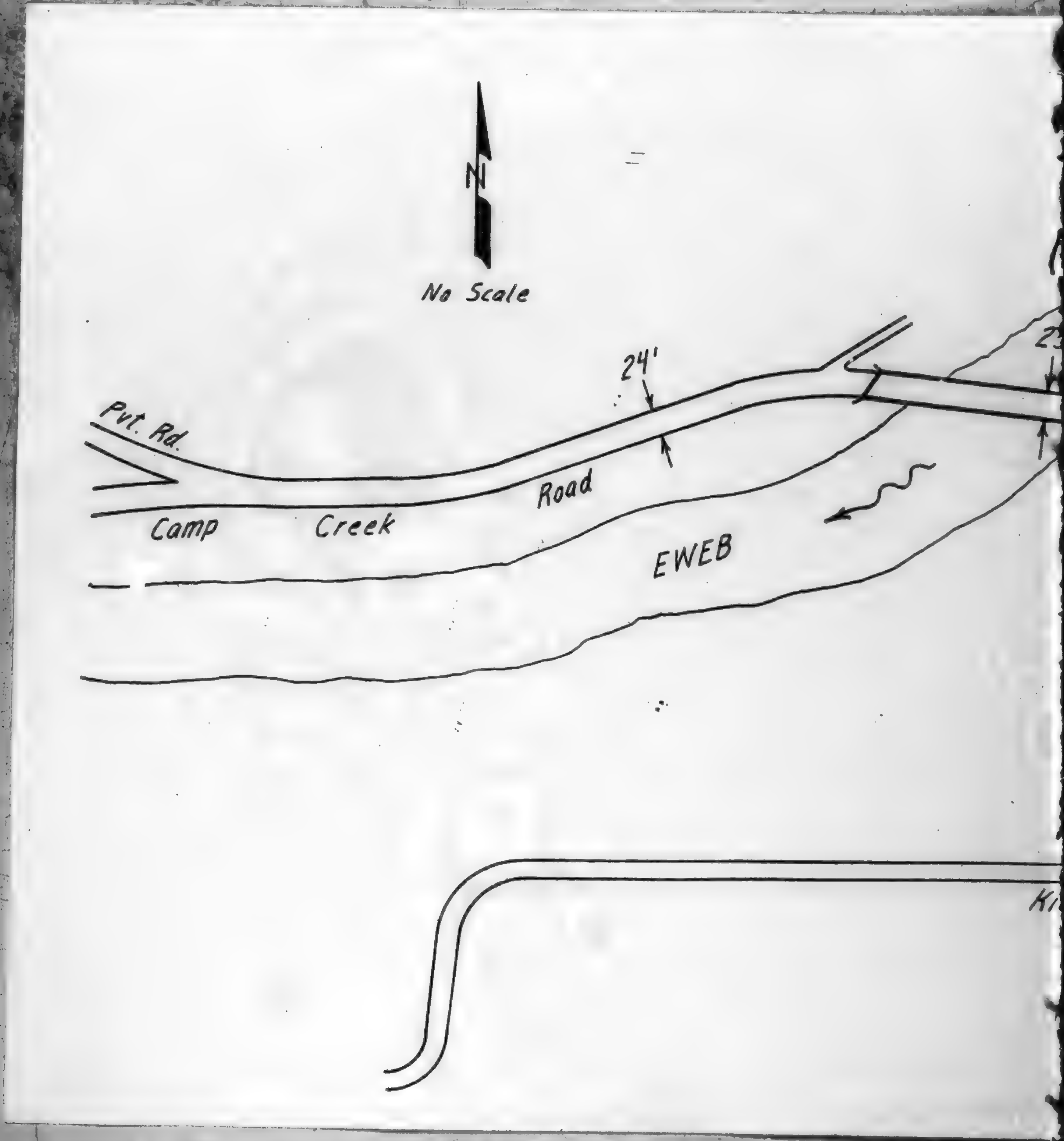
By__________ By Al Dreier, Director

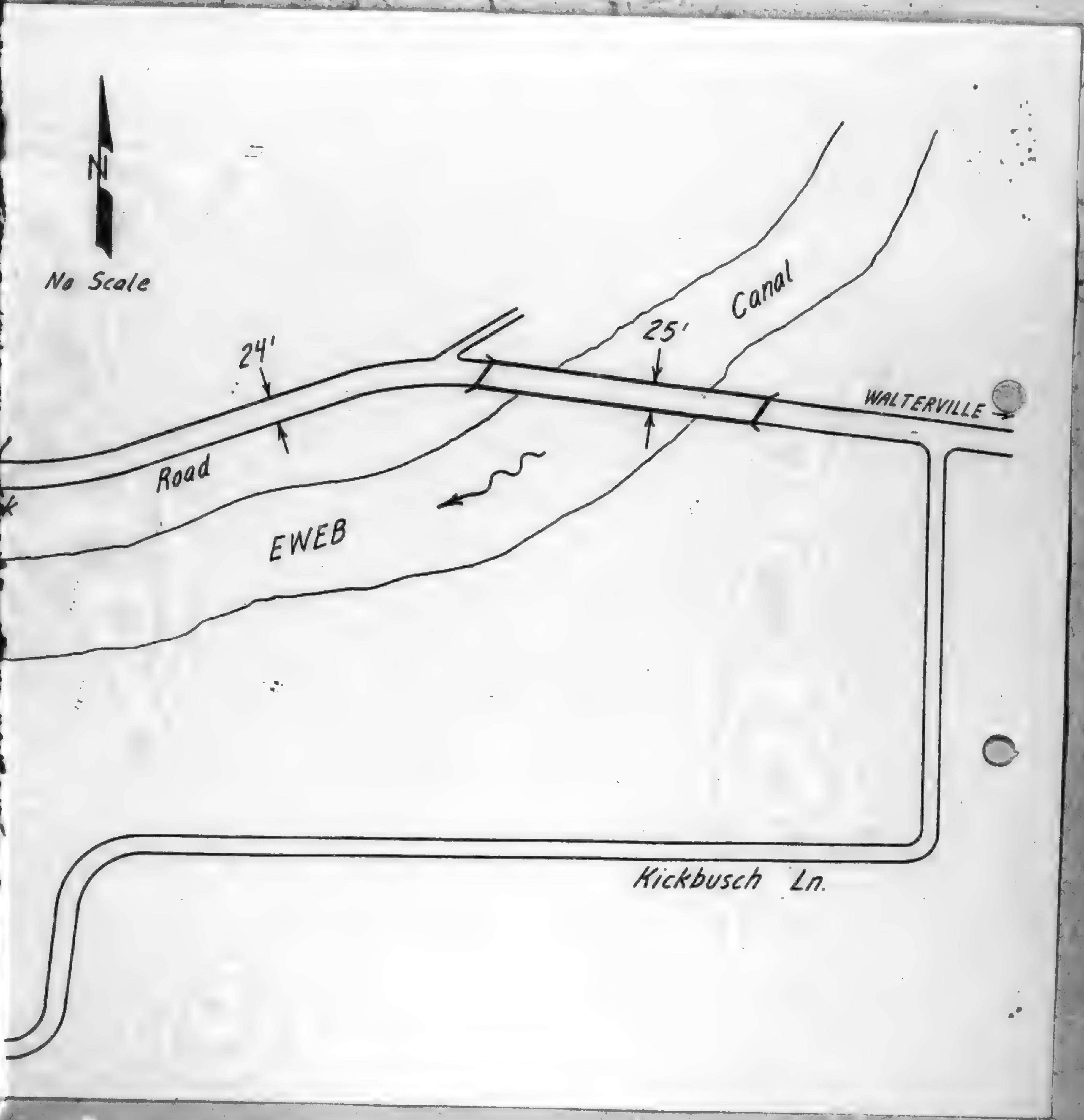
By__________ By__________

By__________


PROJECT LOCATION
Camp
Creek
Road
EWEB Canal
M.J. Chase Rd. W.
Kickbusch Ln.
Millican Rd.
McKenzie Hwy
McKenzie
River
Thurston Rd.
SPRINGFIELD


PROJECT LOCATION
Creek
Road
EWEB Canal
Walterville
Kickbusch Ln.
(Hwy. 126)
Millican Rd.
McKenzie Hwy.
McKenzie
River
N
Scale: 1" = 2000'


N
No Scale
24'
Pvt. Rd.
Camp Creek Road
EWEB


N
No Scale
24'
25'
Canal
WALTERVILLE
Road
EWEB
Kickbusch Ln.

1979 Willamette R. (Harrisburg) 8871
Bridge on Albany-Jct. City Hwy.
(Maintenance painting)

STATE OF OREGON

INTEROFFICE MEMO

TO:
Robert Gormsen
Les Hampton
Gary Potter
D. O. Christensen
Robert Schroeder
Steve Macnab
Walt Hart
Jack Sullivan
C. O. Fredrickson
Fred Lucht III
Jack Martin

DATE: February 23, 1984

Keith L. Martin

FROM: Keith L. Martin
Contract Claims Coordinator

SUBJECT: Retention of Project Records
Willamette (Harrisburg) Bridge
Albany-Junction City Hwy.
Contract No. 8871

Gerald Wimer's July 30, 1980 letter asked you to retain records and files for the subject project until further notice.

The disputes on this contract have been resolved and you may resume normal record retention and destruction procedures.

KM:cb

KM/M02

NOTED
FRAN NEAVOLL

NOTED ON CARD
3/21/84

125-1307

8871

February 27, 1984

American Fidelity Fire Insurance Co.
c/o Surety Insurance Services, Inc.
P. O. Box 21308
Seattle, WA 98111

CON 3
#8871

Gentlemen or Ladies:

Contract No. 8871 awarded to Sunset Coatings Co., Inc., for maintenance painting of the Willamette River (Harrisburg) Bridge on the Albany-Junction City Highway in Lane and Linn Counties was terminated by the Transportation Commission on October 24, 1979, effective November 3, 1979.

On January 27, 1984, this project was accepted by the State Highway Division. The total contract amount was $63,925.69.

You have been advised of claims filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Sunset Coatings Co., Inc.
3106 York Road
Everett, WA 98204

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Duane Christensen

8871. 2-2-84 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Aichele Landscaping, Inc. & Ben Fox, Inc. Contract No. 9488	Boardman, Stanfield & Deadmans Pass SRA's Morrow & Umatilla Counties	1/4/84
Ajax Electric Co. Contract No. 9505	Col. R. Hwy. @ Sauvie Island Road Multnomah County	1/4/84
Hertz Electric, Inc. Contract No. 9499	NE Portland Hwy.@ NE 138th Ave. Multnomah County	1/5/84
Auburn Const. Co. Contract No. 9646	Ore. City-New Era (M.P. 13.18-13.38 & M.P. 17.35-17.75) Clackamas County	1/6/84
C.F.R. General Contractor Contract No. 9666	Zoo Exit-Vista Ridge Tunnel Multnomah County	1/9/84
Douglas S. Coats, Inc. Contract No. 9563	McKay Cr.(Platt) Br. Umatilla County	1/11/84
Sims Elect. of Medford, Inc. Contract No. 9555	Crater Lake Hwy. @ Antelope Rd. Jackson County	1/16/84
Meridian Rock, Inc. Contract No. 9617	Green Springs Hwy. @ Emigrant Park Road Jackson County	1/18/84
M & J Electric dba Marine & Industrial Electric Contract No. 9596	Pac. Hwy. W. @ Main St. (Tigard) Washington County	1/18/84
Teller Const. Co., Inc. Contract No. 9455	Davies O'Xing. Washington County	1/20/84
Baker Redi-Mix, Inc. Contract No. 9359	Umatilla-Hermiston Umatilla County	1/24/84

Contractor and Contract No.	Section and County	Acceptance Date
Sunset Coatings, Inc. Contract No. 8871	Willamette R.(Harrisburg)Br. Lane & Linn Counties	1/27/84
Highlite Const. Co. Contract No. 9546	Eastside Signal Repl. Proj. (Portland) Multnomah County	1/30/84
George's Shop & Rock Contract No. 9502	Burns Rock Production Harney County	1/30/84
Kelly R. MacFarlane Contracting Contract No. 9635	Long Creek Rock Prod. Grant County	1/30/84

February 2, 198~~3~~4

W. E. Schwartz, P.E.
Asst. State Highway Engineer

RDC:mk

CPC/FL6/JAN

STATE OF OREGON INTEROFFICE MEMO

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 27, 1984

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 8871 On Site Work Substantially Completed N/A

Project Terminated by Transportation Commission 10/23/79

Project Willamette River (Harrisburg) Bridge

Highway Albany-Junction City

Counties Lane and Linn

Type of Work Maintenance Painting

Contractor Sunset Coatings, Inc.

WES:RDC:mk

cc: C. T. Keasey
R. D. Church
Walt Hart

CPC/FM2

Noted
R Gormsen

81-125-1387

#88 71

FILED
COURT OF APPEALS
MAR - 2 1983
STATE COURT ADMINISTRATOR
By ____________________ Deputy

RECEIVED
DOT DIRECTOR
MAR 2 '83
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

NOTED
W. E. SCHWARTZ

IN THE COURT OF APPEALS OF THE STATE OF OREGON

SUNSET COATINGS CO., INC., a
Washington corporation,

Respondent,

v.

OREGON STATE DEPARTMENT OF TRANSPORTATION
AND HIGHWAY DIVISION AND OREGON
TRANSPORTATION COMMISSION,

Appellants,

v.

AMERICAN FIDELITY FIRE INSURANCE,
a New York corp.,

Respondent.

(A7912-05814; CA A20661)

Appeal from Circuit Court, Multnomah County.

Phillip J. Roth, Judge.

Argued and submitted July 21, 1982.

Leslie B. Hampton, Assistant Attorney General, Salem, argued the cause for appellants. With him on the briefs were Dave Frohnmayer, Attorney General, Stanton F. Long, Deputy Attorney General, and William F. Gary, Solicitor General, Salem.

Richard A. Hayden, Portland, argued the cause for respondent Sunset Coatings Co., Inc. On the brief was John M. Volkman and Stoel, Rives, Boley, Fraser and Wyse, Portland.

Elizabeth Yeats, Portland, argued the cause for respondent American Fidelity Fire Insurance. With her on the brief were John Spencer Stewart and Kobin & Meyer, Portland.

RECEIVED
STATE HWY ENGR
MAR 4 '83
REFER TO
Schwartz
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

Before Gillette, Presiding Judge, and Warden and Young, Judges.

GILLETTE, P. J.

Reversed and remanded.

FILED: March 2, 1983

ASUN

COSTS SHEET

Case Name: Sunset Coatings, Inc. v. Dept. of Transportation

Court of Appeals Case Number A20661

Trial Court or Agency Case Number A7912-05814

The prevailing parties are Appellants

[ ] No costs are awarded.

[X] Costs are awarded to the prevailing parties.

The parties responsible for paying costs are Respondents

****

The following entries will be made as appropriate at the time that the appellate court decision is enforceable. Attorneys see Rules 11.03, 11.05 and 11.10.

It is therefore ordered that the prevailing party[ies] recover[s] from ______

costs and disbursements on appeal taxed at $______,

and the further sum $______ as attorney fees.

The Supreme Court denied petition for review on ______

Date appellate court decision is enforceable: ______

GILLETTE, P. J.

The state appeals from a judgment entered on a jury verdict in favor of plaintiff in this action for breach of contract. The central issue is whether the contract was ambiguous and therefore was correctly submitted to the jury for interpretation. We reverse.

Plaintiff and the Highway Division (Division) entered into a contract in January, 1979, that provided that plaintiff would sandblast and paint the Harrisburg Williamette River bridge for a bid price of $124,756. The contract provided specifications for the sandblasting and the painting. It required inspection by the Division of each phase of the operation. Work on the project began in the spring of 1979. On July 10, 1979, after completing approximately one-half of the contract work, plaintiff notified the state that it would not complete the project. The state then sought bids for completion. Finding the bids unacceptable, the state completed the work using its own personnel.

Plaintiff thereafter filed this action, contending that the state had breached the contract because it had required plaintiff to perform work beyond that required in the contract specifications and had interfered with plaintiff's performance. The state counterclaimed for its cost in completing the job. At trial, the trial court determined that the specifications for painting and sandblasting were ambiguous and submitted the question of the interpretation of the contract to the jury, after admitting evidence as to the meaning intended by the parties. The jury returned a verdict for plaintiff.

The state argues together its first 14 assignments of error, involving admission of evidence and the giving and refusal to give various instructions. The issue central to all of them is whether the contract specifications regarding painting and sandblasting are ambiguous.

The specifications relating to sandblasting are:

> "Blast Cleaning - Where not in conflict with these specifications, all steel shall be blast cleaned in conformance with Steel Structures Painting Council Specifications SSPC-SP 6-63 'Commercial Blast Cleaning.' The appearance of the blast cleaned surface shall confirm to Pictorial Standard Sa 2 of ASTMD 2200 (SSPC Vis 1-67T)."

SSPC-SP 6-63 referred to in the first sentence of the specification provides:

> "A Commercial Blast Cleaned Surface Finish is defined as one from which all oil, grease, dirt, rust scale and foreign matter have been completely removed from the surface and all rust, mill scale and old paint have been completely removed except for slight shadows, streaks, or discolorations caused by rust stain, mill scale oxides or slight, tight residues of paint or coating that may remain; if the surface is pitted, slight residues of rust or paint may be found in the bottom of pits; at least two-thirds of each square inch of surface area shall be free of all visible residues and the remainder shall be limited to the light discoloration, slight staining or tight residues mentioned above. Photographic or other visual standards may be used

> as provided in the Appendix to modify or further define the surface if specified in the contract."

The Pictorial Standard Sa 2 referred to in the second sentence of the specification is contained in Pictorial Surface Preparation Standards for Painting Steel Structures, admitted as an exhibit.

Plaintiff contends that the specifications are ambiguous because the written description allows some paint residues to remain, while the photographs in Pictorial Standard Sa 2 show steel surfaces that have not been painted, but have rusted, and have no paint residues.

The question whether a contract provision is ambiguous is one for the court. Timberline Equip. v. St. Paul Fire and Mar. Ins., 281 Or 639, 643, 576 P2d 1244 (1978); Olson v. GAF Corp., 53 Or App 71, 75, 630 P2d 921, rev den 291 Or 514 (1981). If the court determines that the provision is not ambiguous, the interpretation of the contract is also one of law for the court. Timberline Equip. v. St. Paul Fire and Mar. Ins., supra. In determining whether a contract provision is ambiguous, the court may consider "the circumstances under which it was made, including the situation of the subject and of the parties, * * * so that the judge is placed in the position of those whose language he is interpreting." ORS 42.220; see ORS 41.740. We therefore turn to the question whether the trial court correctly concluded that the sandblasting provisions were ambiguous. We conclude that they are not and that the court therefore erred.

The dispute is over whether the contract requires that all paint residues be removed. It is clear that it does not. The written description states that "at least two-thirds of each square inch of surface area shall be free of all visible residues" and that the remainder of the surface may contain only "slight shadows, streaks, or discolorations caused by rust stain, mill scale oxides or slight, tight residues of paint or coating * * *." The photographs show unpainted, but rusted, steel surfaces after various degrees of sandblasting. The Sa 2 photographs are as consistent with the written description as it seems to us possible to be. Although the discoloration in the photographs is caused by rust, it is consistent with the written description. We do not believe that it is of consequence that the photographs show rust rather than paint. They show a surface from which most of the residues, whether rust or paint, have been removed. They do not show a surface from which all residues have been removed. The photographs are entirely consistent with the written description, and neither requires that the surface be entirely free of all residues of whatever kind.[1] The trial court erred in admitting evidence regarding, and in submitting to the jury the interpretation of, the sandblasting specifications.

The trial court also concluded that the painting specifications are ambiguous. Those specifications provide:

"Number of Coats and Film Thickness - Paint shall be applied to the cleaned steel surfaces as follows:

"Coat	Formula	Minimum Dry Film Thickness
Prime	12-69	1-1/2 mils
1st Base	13-69	1-1/2 mils
2nd Base	14-69	1-1/2 mils
1st Finish	317-74 (tinted)	1-1/2 mils
2nd Finish	317-74	1-1/2 mils

"It shall be understood that a coat shall be as many applications as necessary to produce the specified minimum film thickness."

"Paint Film Thickness - The thickness of all paint coats shall confirm to the following requirements:

"(a) Film thickness shall be measured above the peaks of the profile of the anchor pattern in the substrate but shall not include the thickness of previous coats.

"(b) One hundred percent of all measurements shall be within the specified minimum dry film thickness.

"Where thickness measurements in accordance with the above fall below the specified minimum, additional applications of paint shall be made as necessary to meet the minimum paint coat thickness specified."

"Inspection - Each phase of cleaning and painting shall be inspected and approved by the engineer before succeeding phases are commenced by the contractor. The contractor shall provide the inspector access to all areas where work is being performed.

"The surface of cleaned steel shall be approved before the first application of paint is made, and each coat of paint shall be inspected for conformance to specifications before succeeding coats are applied.

> "Surface preparations and paint film thickness will be inspected and measured for conformance to the requirements of the specifications. Instruments and equipment used for measuring and inspecting may include but are not limited to the following:
>
> "* * * * * *."

Plaintiff's contention is that it is the industry practice to inspect visually after each coat of paint is applied but to measure only after the third layer of base paint and after the final coat of finish paint. Plaintiff was permitted to present evidence in support of that contention. The state argues that that evidence was improperly admitted, because the contract is unambiguous. Again, we agree. We conclude that, even if there is or was such an industry practice, the painting specifications are not ambiguous. The specifications require that each coat be 1-1/2 mils thick and define a coat as "as many applications as necessary to produce the specified minimum film thickness." They also provide that measurement of film thickness shall not include the thickness of previous coats. It is not reasonable to read this language as permitting measurement only after the three base coats and again after the two final coats. The trial court erred in submitting to the jury the question of the interpretation of these provisions as well.

Because we have concluded the contract provisions whose interpretation was submitted by the trial court to the jury are not ambiguous, it follows that the instructions under which the question of the contract interpretation was submitted were also erroneously given, and the case must be reversed and a new trial had.

We will address the state's two final assignments of error because they may arise on re-trial. The state contends that the trial court erred in instructing the jury as follows:

> "* * * Now I instruct you that the Oregon Highway Division specified in its specifications the method to be used to perform the blast cleaning. In the specifications, the State specified that all steel 'shall be blast cleaned in conformance with Steel Structure Painting Council's Specifications SSP-SP 63 "Commercial Blast Cleaning."'
>
> "I instruct you that the State's specifications that blast cleaning be performed by a commercial blast was and _is in the nature of a warranty that if it is complied with, satisfactory performance will result_.
>
> "If you find from the evidence that the contractor, by use of the commercial blast, was unable satisfactorily to remove all material which the State desires by the blasting operation, and was directed to intensify the blast cleaning by use of a near white blast, then the contractor is entitled to such additional cost incurred in the performance of the near white blast operation." (Emphasis supplied.)

The basis for this instruction is _Barbour_ & _Son_ _v._ _Highway_ _Com._, 248 Or 247, 433 P2d 817 (1967), which also involved a contract calling for commercial blast cleaning of a bridge. The contention there was that the contractor had encountered unexpected areas of severe rust that could not be removed by normal sandblasting methods, but required hand chipping. The contract required that the contractor "remove all rust." However, that contract specified that the contractor was to remove all rust by commercial sandblasting. The court held that, if commercial sandblasting would not remove the rust, the contractor was not obliged to absorb the extra expense of removing the heavy rust incrustations. A specification that provided that commercial sandblasting was to be used when, in fact, commercial sandblasting would not remove the heavy rust was "in the nature of a warranty that, if it is 'complied with, satisfactory performance will result' * * *." 248 Or at 257.

We do not believe that case is controlling here, even though both cases involve use of the term "commercial sandblasting." The specifications at issue here define "A Commercial Blast Cleaned Surface Finish" by the end result, not by the method by which it is to be achieved, i.e., the specification describes the finish that will satisfy the contract requirements. The instruction given in this case suggests that the state warranted that it would be satisfied if a particular method were used. That is not the case. The instruction should not be given on retrial.

The state's final assignment of error concerns one of the instructions on damages:

> "If, alternatively, you find that the contract has not been abandoned and cancelled

> because the changes were not radical, but that the State, by its own acts, caused the work to be done by Sunset Coatings to be more expensive than it would otherwise have been, according to the terms of the original contract, a different measure of damage applies. In that event, the State is liable to Sunset Coatings for the increased cost. I instruct you, if you find such a breach cost was $147,000.56 less $58,425 paid, or $88,642 plus $14,757 for loss of profit for a total -- for a loss -- you may award more than the sum, in that instance, $110,000.25."

The jury returned a verdict in favor of plaintiff for $110,023.2

The state argues that this instruction was erroneous on two bases. First, it contends that under it the jury could have awarded damages to plaintiff without finding that the state had breached the contract. The court, however, instructed the jury that Sunset could recover damages only if it had proved that it had a valid excuse for abandoning the project as a result of a material breach of the contract by the state. In the context of all the instructions given, we do not believe that the jury could have been misled as the state suggests.

The state also contends that the final part of the instruction could be read as directing the amount of damages to be awarded if the jury found a breach. The parties had stipulated to the amount each spent in performing its respective portion of the work. They did not, however, stipulate that those amounts were reasonable or necessary. Plaintiff does not contend that the stipulation extended farther than the states claims but argues that the instruction informed the jury of only the upper limits on plaintiff's damages. We believe that the instruction could be understood as telling the jury what it must find as the amount of plaintiff's damage. Such a suggestion obviously should be avoided on retrial.

Reversed and remanded.

FOOTNOTE

---

[1] Plaintiff argues that the contract is ambiguous, pointing to the fact that the state's inspector construed it to mean that no paint residues could remain on the surface. This does not create an ambiguity; it may be evidence that the state breached the contract.

[2] In its instructions, the court referred to the amount that could be awarded plaintiff as $110,000.29, $110,000.25 and $110,000.23. Although the constituent figures used by the court in its instructions do not result in any of those figures, or the figure reached by the jury, the parties do not complain about the figures used in the instruction.

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STATE COURT ADMINISTRATOR
By ____________________ Deputy

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IN THE COURT OF APPEALS OF THE STATE OF OREGON

SUNSET COATINGS CO., INC., a
Washington corporation,

Respondent,

v.

OREGON STATE DEPARTMENT OF TRANSPORTATION
AND HIGHWAY DIVISION AND OREGON
TRANSPORTATION COMMISSION,

Appellants,

v.

AMERICAN FIDELITY FIRE INSURANCE,
a New York corp.,

Respondent.

(A7912-05814; CA A20661)

Appeal from Circuit Court, Multnomah County.

Phillip J. Roth, Judge.

Argued and submitted July 21, 1982.

Leslie B. Hampton, Assistant Attorney General, Salem, argued the cause for appellants. With him on the briefs were Dave Frohnmayer, Attorney General, Stanton F. Long, Deputy Attorney General, and William F. Gary, Solicitor General, Salem.

Richard A. Hayden, Portland, argued the cause for respondent Sunset Coatings Co., Inc. On the brief was John M. Volkman and Stoel, Rives, Boley, Fraser and Wyse, Portland.

Elizabeth Yeats, Portland, argued the cause for respondent American Fidelity Fire Insurance. With her on the brief were John Spencer Stewart and Kobin & Meyer, Portland.

Before Gillette, Presiding Judge, and Warden and Young, Judges.

GILLETTE, P. J.

Reversed and remanded.

FILED: March 2, 1983

ASUN

COSTS SHEET

Case Name: Sunset Coatings, Inc. v. Dept. of Transportation

Court of Appeals Case Number A20661

Trial Court or Agency Case Number A7912-05814

The prevailing parties are Appellants

[ ] No costs are awarded.

[X] Costs are awarded to the prevailing parties.

The parties responsible for paying costs are Respondents

****

The following entries will be made as appropriate at the time that the appellate court decision is enforceable. Attorneys see Rules 11.03, 11.05 and 11.10.

It is therefore ordered that the prevailing party[ies] recover[s] from

costs and disbursements on appeal taxed at $,

and the further sum $ as attorney fees.

The Supreme Court denied petition for review on

Date appellate court decision is enforceable:

GILLETTE, P. J.

The state appeals from a judgment entered on a jury verdict in favor of plaintiff in this action for breach of contract. The central issue is whether the contract was ambiguous and therefore was correctly submitted to the jury for interpretation. We reverse.

Plaintiff and the Highway Division (Division) entered into a contract in January, 1979, that provided that plaintiff would sandblast and paint the Harrisburg Williamette River bridge for a bid price of $124,756. The contract provided specifications for the sandblasting and the painting. It required inspection by the Division of each phase of the operation. Work on the project began in the spring of 1979. On July 10, 1979, after completing approximately one-half of the contract work, plaintiff notified the state that it would not complete the project. The state then sought bids for completion. Finding the bids unacceptable, the state completed the work using its own personnel.

Plaintiff thereafter filed this action, contending that the state had breached the contract because it had required plaintiff to perform work beyond that required in the contract specifications and had interfered with plaintiff's performance. The state counterclaimed for its cost in completing the job. At trial, the trial court determined that the specifications for painting and sandblasting were ambiguous and submitted the question of the interpretation of the contract to the jury, after admitting evidence as to the meaning intended by the parties. The jury returned a verdict for plaintiff.

The state argues together its first 14 assignments of error, involving admission of evidence and the giving and refusal to give various instructions. The issue central to all of them is whether the contract specifications regarding painting and sandblasting are ambiguous.

The specifications relating to sandblasting are:

> "Blast Cleaning - Where not in conflict with these specifications, all steel shall be blast cleaned in conformance with Steel Structures Painting Council Specifications SSPC-SP 6-63 'Commercial Blast Cleaning.' The appearance of the blast cleaned surface shall confirm to Pictorial Standard Sa 2 of ASTMD 2200 (SSPC Vis 1-67T)."

SSPC-SP 6-63 referred to in the first sentence of the specification provides:

> "A Commercial Blast Cleaned Surface Finish is defined as one from which all oil, grease, dirt, rust scale and foreign matter have been completely removed from the surface and all rust, mill scale and old paint have been completely removed except for slight shadows, streaks, or discolorations caused by rust stain, mill scale oxides or slight, tight residues of paint or coating that may remain; if the surface is pitted, slight residues of rust or paint may be found in the bottom of pits; at least two-thirds of each square inch of surface area shall be free of all visible residues and the remainder shall be limited to the light discoloration, slight staining or tight residues mentioned above. Photographic or other visual standards may be used

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The Pictorial Standard Sa 2 referred to in the second sentence of the specification is contained in Pictorial Surface Preparation Standards for Painting Steel Structures, admitted as an exhibit.

Plaintiff contends that the specifications are ambiguous because the written description allows some paint residues to remain, while the photographs in Pictorial Standard Sa 2 show steel surfaces that have not been painted, but have rusted, and have no paint residues.

The question whether a contract provision is ambiguous is one for the court. Timberline Equip. v. St. Paul Fire and Mar. Ins., 281 Or 639, 643, 576 P2d 1244 (1978); Olson v. GAF Corp., 53 Or App 71, 75, 630 P2d 921, rev den 291 Or 514 (1981). If the court determines that the provision is not ambiguous, the interpretation of the contract is also one of law for the court. Timberline Equip. v. St. Paul Fire and Mar. Ins., supra. In determining whether a contract provision is ambiguous, the court may consider "the circumstances under which it was made, including the situation of the subject and of the parties, * * * so that the judge is placed in the position of those whose language he is interpreting." ORS 42.220; see ORS 41.740. We therefore turn to the question whether the trial court correctly concluded that the sandblasting provisions were ambiguous. We conclude that they are not and that the court therefore erred.

The dispute is over whether the contract requires that all paint residues be removed. It is clear that it does not. The written description states that "at least two-thirds of each square inch of surface area shall be free of all visible residues" and that the remainder of the surface may contain only "slight shadows, streaks, or discolorations caused by rust stain, mill scale oxides or slight, tight residues of paint or coating * * *." The photographs show unpainted, but rusted, steel surfaces after various degrees of sandblasting. The Sa 2 photographs are as consistent with the written description as it seems to us possible to be. Although the discoloration in the photographs is caused by rust, it is consistent with the written description. We do not believe that it is of consequence that the photographs show rust rather than paint. They show a surface from which most of the residues, whether rust or paint, have been removed. They do not show a surface from which all residues have been removed. The photographs are entirely consistent with the written description, and neither requires that the surface be entirely free of all residues of whatever kind.[1] The trial court erred in admitting evidence regarding, and in submitting to the jury the interpretation of, the sandblasting specifications.

The trial court also concluded that the painting specifications are ambiguous. Those specifications provide:

"Number of Coats and Film Thickness - Paint shall be applied to the cleaned steel surfaces as follows:

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> "* * * * *."

Plaintiff's contention is that it is the industry practice to inspect visually after each coat of paint is applied but to measure only after the third layer of base paint and after the final coat of finish paint. Plaintiff was permitted to present evidence in support of that contention. The state argues that that evidence was improperly admitted, because the contract is unambiguous. Again, we agree. We conclude that, even if there is or was such an industry practice, the painting specifications are not ambiguous. The specifications require that each coat be 1-1/2 mils thick and define a coat as "as many applications as necessary to produce the specified minimum film thickness." They also provide that measurement of film thickness shall not include the thickness of previous coats. It is not reasonable to read this language as permitting measurement only after the three base coats and again after the two final coats. The trial court erred in submitting to the jury the question of the interpretation of these provisions as well.

Because we have concluded the contract provisions whose interpretation was submitted by the trial court to the jury are not ambiguous, it follows that the instructions under which the question of the contract interpretation was submitted were also erroneously given, and the case must be reversed and a new trial had.

We will address the state's two final assignments of error because they may arise on re-trial. The state contends that the trial court erred in instructing the jury as follows:

> "* * * Now I instruct you that the Oregon Highway Division specified in its specifications the method to be used to perform the blast cleaning. In the specifications, the State specified that all steel 'shall be blast cleaned in conformance with Steel Structure Painting Council's Specifications SSP-SP 63 "Commercial Blast Cleaning."'
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> "I instruct you that the State's specifications that blast cleaning be performed by a commercial blast was and *is in the nature of a warranty that if it is complied with, satisfactory performance will result*.
>
> "If you find from the evidence that the contractor, by use of the commercial blast, was unable satisfactorily to remove all material which the State desires by the blasting operation, and was directed to intensify the blast cleaning by use of a near white blast, then the contractor is entitled to such additional cost incurred in the performance of the near white blast operation." (Emphasis supplied.)

The basis for this instruction is *Barbour & Son v. Highway Com.*, 248 Or 247, 433 P2d 817 (1967), which also involved a contract calling for commercial blast cleaning of a bridge. The contention there was that the contractor had encountered unexpected areas of severe rust that could not be removed by normal sandblasting methods, but required hand chipping. The contract required that the contractor "remove all rust." However, that contract specified that the contractor was to remove all rust by commercial sandblasting. The court held that, if commercial sandblasting would not remove the rust, the contractor was not obliged to absorb the extra expense of removing the heavy rust incrustations. A specification that provided that commercial sandblasting was to be used when, in fact, commercial sandblasting would not remove the heavy rust was "in the nature of a warranty that, if it is 'complied with, satisfactory performance will result' * * *." 248 Or at 257.

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> because the changes were not radical, but that the State, by its own acts, caused the work to be done by Sunset Coatings to be more expensive than it would otherwise have been, according to the terms of the original contract, a different measure of damage applies. In that event, the State is liable to Sunset Coatings for the increased cost. I instruct you, if you find such a breach cost was $147,000.56 less $58,425 paid, or $88,642 plus $14,757 for loss of profit for a total -- for a loss -- you may award more than the sum, in that instance, $110,000.25."

The jury returned a verdict in favor of plaintiff for $110,023.[2]

The state argues that this instruction was erroneous on two bases. First, it contends that under it the jury could have awarded damages to plaintiff without finding that the state had breached the contract. The court, however, instructed the jury that Sunset could recover damages only if it had proved that it had a valid excuse for abandoning the project as a result of a material breach of the contract by the state. In the context of all the instructions given, we do not believe that the jury could have been misled as the state suggests.

The state also contends that the final part of the instruction could be read as directing the amount of damages to be awarded if the jury found a breach. The parties had stipulated to the amount each spent in performing its respective portion of the work. They did not, however, stipulate that those amounts were reasonable or necessary. Plaintiff does not contend that the stipulation extended farther than the states claims but argues that the instruction informed the jury of only the upper limits on plaintiff's damages. We believe that the instruction could be understood as telling the jury what it must find as the amount of plaintiff's damage. Such a suggestion obviously should be avoided on retrial.

Reversed and remanded.

FOOTNOTE

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[1] Plaintiff argues that the contract is ambiguous, pointing to the fact that the state's inspector construed it to mean that no paint residues could remain on the surface. This does not create an ambiguity; it may be evidence that the state breached the contract.

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TRIAL DIVISION
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NOTED
H. S. COULTER

June 4, 1982

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FOR

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LEGAL

H. S. Coulter
Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Re: Sunset Coatings, Inc. v. State (DOT) v. American Fidelity Fire Insurance
Multnomah County No. A7912-05814 (L-7787)

Dear Scott:

I enclose herewith a copy of our reply brief in the above mentioned case. This is the final legal brief for the appeal.

The Court of Appeals is reasonably current. We anticipate that the case will be set for argument in July or August. We should have an opinion within two or three months thereafter.

As previously mentioned, I am optimistic that this case will be reversed and a new trial granted.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
enclosures
cc: C. T. Keasey
Walter Hart
C. O. Frederickson
Fred Lucht
Jack Martin

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IN THE COURT OF APPEALS OF THE STATE OF OREGON

SUNSET COATINGS CO., INC., a Washington corporation, Plaintiff-Respondent,	Trial Court No. A7912-05814
v.	
OREGON STATE DEPARTMENT OF TRANSPORTATION AND HIGHWAY DIVISION AND OREGON TRANSPORTATION COMMISSION, Defendants-Appellants,	Appellate Court No. A20661
v.	
AMERICAN FIDELITY FIRE INSURANCE, a New York corporation, Third-party Defendant.	

APPELLANTS' REPLY BRIEF

Appeal from the Judgment of the Circuit Court
for Multnomah County

Honorable PHILLIP J. ROTH, Judge

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Telephone: 224-3380

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05/28/82

mj

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APPELLANTS' REPLY BRIEF

REPLY TO RESPONDENTS' STATEMENT OF FACTS

The Statement of Facts of both Sunset Coatings Co., Inc. (Sunset) and third party defendant American Fidelity Fire Insurance (American) are argumentative and contain inaccuracies and misstatements related to their formal arguments. Defendant State Highway Division (OSHD or State) will respond to those statements of fact and arguments.

In their briefs[1] Sunset and American exaggerate the experience of Sunset's President Lonnie Cook (L. Cook). He had had considerable previous experience as a painter for several years including the painting of a number of bridges. Most of his experience was as a painter or foreman for other companies. (Tr. 340) He testified that he was on three Oregon painting jobs where 100% of all steel surfaces had been blasted and repainted. (S. Br. 1) However, those three bridges were painted 8 to 10 years earlier with different specifications. (Tr. 422-426)

In 1976 he first went into business for himself, doing business as Sunset Coatings. (Tr. 340) In 1978 he incorporated as Sunset Coatings, Inc. (Tr. 554) This represented about three years business experience before the Harrisburg Bridge job.

During this time Sunset had not sandblasted and repainted an entire bridge. (Tr. 341) Most of its bridge painting work had been "spot blasting" jobs for the State of Washington. Spot blasting is a repair process of sand blasting and recoating particular deteriorated spots or areas of paint on a bridge. (Tr. 338)

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[1] Sunset's reply brief will be cited (S. Br. ___); American's reply brief will be cited, (A. Br. ___).

Neither Sunset nor its foreman, Kenneth Cook (K. Cook) had had prior experience using a pictorial standard as a guide to determine the cleanliness of steel. (Tr. 473) K. Cook had never seen the pictorials prior to Harrisburg. L. Cook did not have the pictorials at the time he prepared his bid on this job.[2]

Sunset and America belittle the experience of Donald Brumbaugh, the state's inspector. He had worked for OSHD for eight years where he had varied duties, including inspection duties involving many products and construction operations. He had also worked in the state's material lab. For five years prior to this employment by the state, Mr. Brumbaugh worked in the aero-space industry for Hercules Powder Company. He was an inspector in rocket fuels production and other areas of Hercules' operation. (Tr. 580, 581, 859-61)

Mr. Brumbaugh was trained as a paint inspector by Mr. Bill Bangert, the state's chief paint inspector. The course covered all phases of inspecting bridge painting and sandblasting. (Ex. 45, Tr. 640, 649-50) Mr. Bangert and his assistant, Mr. Seaton, were periodically available to Mr. Brumbaugh for advise on the

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[2] The fact this was Sunset's first 100% blast job undoubtedly contributed to the fact that the second bidder, Beaver Painting, was $53,000 higher than Sunset and the third bidder, A-1 Painters, was $118,000 higher than Sunset. Sunset found it necessary to justify its bid to its bonding company. (Ex. 33)

the job site. (Tr. 661) Mr. Bangert was also available by telephone. (Tr. 643)

Sunset and American brand Mr. Brumbaugh a religious fanatic and claim that the profane language of Sunset's crew motivated him to require sandblasting beyond the specifications. (S. Br. 4) That accusation is not true. Mr. Brumbaugh became a Christian sometime prior to this job. (Tr. 886) He joined the church but had no desire to convert Sunset's crew. (Tr. 886) His religion did not affect his work. He had been around construction workers for years and was used to such language. (Tr. 602)

K. Cook admitted that he solicited Mr. Brumbaugh's advice on religious matters in the hope that it would help him with his personal life. (Tr. 489-90)

The incident referred to by Sunset (S. Br. 4) involved not swearing but indecent horseplay directed to Mr. Brumbaugh. (Tr. 497-98) Mr. Brumbaugh's threat was not to require blasting beyond the specifications but to terminate the slack given to Sunset. (Tr. 598)[3]

On an early trip to the job site, Mr. Bangert observed areas of steel blasted beyond the commercial blast contract specifications. (Tr. 647) He advised Sunset's foreman, K. Cook, that the state required a commercial blast but did not require the contractor to do more than that. Mr. Cook replied that he knew it; "he was blasting more than he should be but - and he was trying to resolve the problem of his blasting with his workmen." (Tr. 647) Mr. Bangert observed the contractor's workmen, without directions from the inspector, blasting steel beyond a commercial blast to a near white blast. (Tr. 671) When sandblasting "hard to get areas" to commercial blast standards, it was not unusual to get white metal blast in adjacent area. (Tr. 644) The skill of the workman is the critical factor. (Tr. 643)

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[3] Sunset's foreman frequently requested acceptance of work that was close but not up to specifications. At times Mr. Brumbaugh did approve such deficient work if it did not seem critical. (Tr. 600) The incident did not reoccur and Mr. Brumbaugh continued to allow some slack. (Tr. 602, 881)

Neither K. Cook nor L. Cook ever complained to Bill Bangert that Mr. Brumbaugh was requiring the contractor to blast beyond the specifications (Tr. 650), or that the state was requiring thicknesses of paint that exceeded specifications (Tr. 661).

Sunset contends that the sandblasting specifications are necessarily ambiguous because the contract incorporates steel structures painting council's specifications SSPC-SP 6-63 "commercial blast cleaning specification," and also provides that the appearance of the blast cleaned surfaces conform to the incorporated pictorial. (S. Br. 11) Sunset argues that SSPC-SP 6-61 allows some residues of paint or coating to remain, but that the pictorials are of unpainted steel with no residues of paint. (S. Br. 11)

L. Cook knew that the pictorials were used on repaint jobs and how to use pictorials for those jobs. (Tr. 254-255) He testified that paint residues could be substituted for the dark areas on the pictorial that represented rust and milscale stains.

The colors of the blasted steel could be red instead of dark gray and still be acceptable. (Tr. 257)

Mr. Brumbaugh also understood the use of the pictorials and used them in the manner described by Mr. Cook. (Tr. 584) He testified that in using the pictorials he substituted paint residue stains for rust stains and allowed them to remain to the extent provided for in the specifications. (Tr. 587)

Sunset acknowledges that Mr. Bangert knew how to use pictorials and that "you could substitute in your mind pieces of paint for pieces of rust shown in the photograph." (S. Br. 2)

Thus, the conflict was not whether pictorials were properly used on repaint jobs or the proper technique for using the pictorials. The conflict was whether or not Mr. Brumbaugh had allowed shadows of paint residues to remain in accordance with the specifications. He said he did. Cook said he didn't.

American inaccurately claims that Mr. Davis acknowledged that if the inspector relied solely on the SSPC pictorial he might require the contractor to blast beyond specifications. (A. Br. 3) Over the state's objection, he was asked if the inspector relied solely on the pictorial, whether he would be likely to require overblasting.[4] Mr. Davis replied, " * * * No, I would have to disagree on the basis of what I have seen in prior jobs * * * ." Mr. Davis went on to explain his disagreement. (Tr. 753) Mr.

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[4] Mr. Brumbaugh testified that he had a copy of the SSPC Specification, Ex. 4, and had read and studied it. (Tr. 987)

Davis was again asked virtually the same question and replied, "pure spectulation." (Tr. 754)

Sunset states that the state's five measurement specification was so at variance with trade practice that after the state's experience with this job, the state formally changed its policy to require visual inspections with only two instrumental measurements." (S. Br. 3) That is not true.

Over the state's objections, Mr. Davis was asked about a discussion with Mr. Hart, bridge engineer concerning subsequent jobs. (Tr. 748) He denied that Mr. Hart had said that the state would change to "two measurements in future jobs." (Tr. 750) Over objections, Sunset questioned a state witness about one 1980 job with specifications providing for one measurement after base coats and one measurement after the finish coats.[5] (Tr. 1270) Mr. Anderson, Resident Engineer, testified that the state had used virtually identical paint specifications on at least seven jobs both before and after the letting of the Sunset Coatings job and that the contractors had measured each coat as required and had completed the jobs without difficulty. (Tr. 1271-1274)

SUMMARY OF ARGUMENT

The paint specifications were clear and unambiguous. Each coat of paint was to be measured prior to the application of the succeeding coat. Each coat had to be a minimum of 1-1/2 mils dry film thickness without considering the thicknesses of prior coats.

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[5] Other than this 1980 contract there was no testimony by any state witness that the state had subsequently changed its measurement specifications.

The sandblasting specifications were also unambiguous. The SSPC sandblasting definition and the pictorial standard, both incorporated into the contract, were compatible and both parties agreed on how the pictorial was to be used. The court should have excluded all documentary and oral evidence that sought to vary the terms of the written contract.

There was no substantial evidence of custom and usage, that the state knew or should have known of the custom and usage at the time the contract was executed, or that the parties contemplated the custom and usage at the time of execution.

The contract sandblasting specifications were "end product" specifications. Performance was measured by the appearance of the sandblasted steel in accordance with a written definition and a color plate pictorial. Therefore, there was no implied warranty that a commercial blast could be obtained with a given amount of labor and material. Whether or not the inspector required blasting beyond the specification is an unrelated issue.

In general, respondents cite cases for legal premises that are applicable, if at all, only on their assumptions that the contract was ambiguous or that there was evidence of custom and usage known to the state. Authorities are presented in appellate's brief covering most of the points raised by respondents. The reply brief will primarily be directed to the misapplication of facts by respondents.

REPLY TO SUNSET AND AMERICAN'S ARGUMENTS THAT THE SPECIFICATIONS WERE AMBIGUOUS

The construction of the contract must begin with written specifications which we will again review.

A. THE PAINT SPECIFICATIONS

The Paint Specifications are Unambiguous on Their Face. The contract provisions are as follows:

> "Number of Coats and Film Thickness - Paint shall be applied to the cleaned steel surfaces as follows:
>
> | Coat | Formula | Minimum Dry Film Thickness |
> |---|---|---|
> | Prime | 12-69 | 1-1/2 mils |
> | 1st Base | 13-69 | 1-1/2 mils |
> | 2nd Base | 14-69 | 1-1/2 mils |
> | 1st Finish | 317-74 (tinted) | 1-1/2 mils |
> | 2nd Finish | 317-74 | 1-1/2 mils |
>
> "It shall be understood that a coat shall be as many applications as necessary to produce the specified minimum film thickness." (Ex. 1 at 18)

The specification clearly provides for five coats of paint, and that each coat shall be a minimum of 1-1/2 mils dry film thickness (dft). It also provides that a coat shall be as many applications as necessary to provide the specified minimum film thickness.[6]

The contract provides for inspection and measurement as follows:

> "Paint Film Thickness - The thickness of all paint coats shall conform to the following requirements:

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[6] There is no language in the specifications that the three base coats will be a minimum or a maximum of 4-1/2 mils dft or that the 5 coats will be a minimum or a maximum of 7-1/2 mils dft.

> "(a) Film thickness shall be measured above the peaks of the profile of the anchor pattern in the substrate *but shall not include the thickness of previous coats*.
>
> "(b) *One hundred percent of all measurements shall be within the specified minimum dry film thickness*.
>
> "Where thickness measurements in accordance with the above fall below the specified minimum, *additional applications of paint shall be made as necessary to meet the minimum paint coat thickness specified*." (Ex. a, p. 24) (Emphasis added)

Under Sunset and American's "two measurement theory," the first measurement after the third base coat would include the thicknesses of the first two coats; this procedure would violate subparagraph (a). Under subparagraph (b) of this specification, 100% of all measurements of all coats shall be a minimum of 1-1/2 mils dft, which is the only minimum specified. Similarly, under the last subparagraph, if thicknesses fell below the specified minimum, additional applications of paint were required to meet the minimum paint coat thickness specified, which is 1-1/2 mils dft.

The contract also provides:

> "*Inspection* - *Each phase* of cleaning and painting *shall be inspected and approved* by the engineer *before succeeding phases are commenced* by the contractor. The contractor shall provide the inspector access to all areas where work is being performed.
>
> "The surface of cleaned steel shall be approved before the first application of paint is made, and *each coat of paint shall be inspected for conformance to specifications before succeeding coats are applied*.
>
> "Surface preparation and *paint film thickness will be inspected and measured for conformance to the requirements of the specifications*. Instruments and equipment used for measuring and inspecting may include but are not limited to the following:
>
> " * * * ." (Ex. 1, p. 23) (Emphasis added)

Sunset and American's "two measurement theory" is founded on a narrow interpretation of the above Inspection specification that ignores the Number of Coats and Film Thickness and Paint Film Thickness specifications dicussed above. They argue that subparagraph 1 would have to read "inspected, measured and approved" and subparagraph 2 would have to read "inspected and measured for conformance" before a measurement of each coat prior to the application of succeeding coats would be required.

Sunset and American also ignore the third subparagraph of the Inspection Specifications which provides that the film thicknesses will be "inspected and measured for conformance to the specifications." Obviously "the specifications" include the specification that each of the five coats will be 1-1/2 mils dft. Mr. Cook stubbornly refused to admit that each coat was to be measured before the next coat was applied. (Tr. 345)[7]

Upon reading the above paint specifications, reasonable minds would not differ. They are clear and unambiguous and require a measurement of each of the five coats before the application of the succeeding coats.

Facing unambiguous paint measurement specifications, Sunset resorts to a strained construction of the facts. Sunset states, "that it was virtually impossible to meet the 1-1/2 mil requirement if precise measurements were made after each coat." (S. Br. 12)

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[7] In cross-examination Mr. L. Cook was impeached with his deposition testimony taken three months before trial wherein he admitted that in making his bid he had assumed that the film thickness would be measured after each coat was applied before the following coat was applied. (Tr. 352)

Sunset did not plead or present substantial evidence that it was impossible to perform under the state's specifications. Moreover, the paint coats were applied.

Sunset states that an inspector "can judge visually the adequacy of a coat of paint by determining whether the most recent coat has covered completely the prior coat, which is a different shade," (S. Br. 12). The statement does not relate to an ambiguity argument but merely expresses a conclusion that three prime coats of unknown thicknesses are adequate protection for the bridge.[8]

Sunset then concludes that the state agreed that Sunset's interpretation was a perfectly satisfactory system of inspection, (S. Br. 13) citing Mr. Litchfield's testimony. Mr. Litchfield disagreed. Over objection he testified that, if "the system was measured by measuring the first coat and then the total - sum total of all the coats will give you a less good paint job and that is not what was desired in the Harrisburg Bridge."[9] (Tr. 1043)

Finally, Sunset contends the state did not mention, at the pre-construction meeting, its different system of inspection, (S. Br. 13) citing L. Cook's testimony (Tr. 447). Mr. Cook admitted that Mr. Bangert had discussed the specifications and had displayed the measurement instruments but denied that he had explained that each coat would be measured before the next coat was applied. Mr. Bangert testified that he had discussed the painting specifications, the number of coats, the minimum dry film thickness of each coat and that the coats would be measured after each coat before the following coat was applied. (Tr. 645-646)[10] Sunset's arguments are not relevant to the ambiguity issue.

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[8] The state is entitled to have the contractor bid and perform according to the specifications. Delivering a Ford to a buyer who purchased a Cadillac is not contract performance.

[9] Mr. Davis who wrote the paint specifications testified that a minimum dry film thickness was needed to assure that each coat of paint will provide adequate thickness to protect the structure and to do the job that it is supposed to do. He traced the history of the state's specifications. In the late 50s and early 60s only a given number of coats were required. That being unsatisfactory, the state in the mid 1960s went to minimum coat thicknesses specifications. (Tr. 700)

B. THE SANDBLAST SPECIFICATIONS

1. The Sandblast Specifications Are Unambiguous.

The contract defines blast cleaning as follows:

> "Blast Cleaning - Where not in conflict with these specifications, all steel shall be blast cleaned in conformance with Steel Structures Painting Council Specifications SSPC-SP 6-63 'Commercial Blast Cleaning.' The appearance of the blast cleaned surface shall conform to Pictorial Standard Sa 2 of ASTM D 2200 (SSPC Vis 1-67T)." (Ex. 1 at 18) (Emphasis added)

"Commercial Blast Cleaning" is defined in the SSPC specification as follows:

> "A Commercial Blast Cleaned Surface Finish is defined as one from which all oil, grease, dirt, rust scale and foreign matter have been completed removed from the surface and all rust, mill scale and old paint have been completely removed except for slight shadows, streaks, or discolorations caused by rust stain, mill scale oxides or slight, tight residues of paint or coating that may remain; if the surface is pitted, slight residues of rust or paint may be found in the bottom of pits; at least two-thirds of each square inch

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[10] Although they had all attended the pre-construction meeting, the court would not allow Mr. Brumbaugh (Tr. 583), Mr. Martin (Tr. 785), or Mr. Litchfield (Tr. 1014) to testify that the contractor had been told at the pre-construction meeting that each coat would be measured.

> of surface area shall be free of all visible residues and the remainder shall be limited to the light discoloration, slight staining or light residues mentioned above. Photographic or other visual standards may be used as provided in the Appendix to modify or further define the surface if specified in the contract." (Ex. 11) (Emphasis added)[11]

Sunset and American argue that incorporating both the SSPC definition and the pictorial standard into the contract necessarily created an ambiguity in the sandblasting specification. (Supra 4-5)

L. Cook knew that the pictorials were used for "repaint jobs," and how the pictorials were to be used.

Mr. Brumbaugh, the inspector, also knew how to use the color plates and testified that he did allow stains of paint residue to remain on the steel. Mr. Bangert, also testified that you could substitute stains of paint for the stains of rust and mill scale shown in the pictorial. (Supra p. 5)

Thus, as noted above, the testimony of both parties confirmed a mutual understanding that the pictorials were used on bridge repainting jobs and a mutual understanding as to how they were to be used.

The testimony cited by Sunset and American as proof that the specifications were ambiguous goes only to the basic factual dispute. Did Mr. Brumbaugh require sandblasting beyond the Commercial Blast Standard. The state was entitled to have that dispute determined free from the extrinsic oral and documentary evidence admitted by the court.

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[11] The Pictorial Standard referenced in the contract was received into evidence as Exhibit 6. The Appendix to SSPC-SP 6-63 in paragraph A.8 states: "As additional standards become available, particularly for initial surface conditions such as previously painted steel, these may be included by reference in the contract." (Ex. 4, P. 68) Thus the contractor is warned that similar color plates for previous painted steel are not available. The English text in the pictorial book explains that the color plates are of unpainted steel. (Ex. 5)

C. THE STATE WAS PREJUDICED BY THE COURT'S RULINGS

Respondents argue that the state was not prejudiced by the court's rulings that the painting and sandblasting specifications were ambiguous and the evidentiary rulings based thereon.

Sunset presented substantial evidence only on its claims that the state required sandblasting beyond the specifications and that the state required excess application of paint.[12] Had the court ruled that the specifications were unambiguous (particularly the painting specifications) and based its instructions and evidentiary rulings thereon, the results would undoubtedly been much different.[13]

Even if Sunset had prevailed, the damages would have been substantially less. Sunset failed to calculate and include the cost of assuring that each coat be a minimum of 1-1/2 mils dft. (Tr. 328) L. Cook admitted that if his bid had been based on each coat being measured prior to the application of the succeeding coat his bid would have been substantially higher. (Tr. 330) Under Sunset's damages theory an increase in the estimated costs would decrease the damages in the same amount. (Tr. 537-540, Ex. 30-32)

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[12] At least four if not all of the other specifictions of breach of contract probably should have been stricken. The deficiencies in the evidence related to those allegations are set out in the state's motions. (Tr. 500-507, 610) To focus and simplify this appeal, the state did not assign the court's rulings in error.

[13] The jury probably would not have found that the state breached its contract. The state may well have prevailed and received an award of its damages.

REPLY TO RESPONDENTS' ARGUMENTS RE: CUSTOM AND USAGE

A. EVIDENCE OF CUSTOM AND USAGE IS NOT ADMISSIBLE TO VARY THE TERMS OF A WRITTEN CONTRACT.

Determination of whether a contract is ambiguous is a question of law for the court.[14] Timberline Equipment v. St. Paul Fire and Marine Ins., 281 Or 639, 643, 576 P2d 1244 (1978); May v. Chicago Insurance Co., 200 Or 285, 292-294, 490 P2d 150 (1971); Olson v. GAF Corp., 53 Or App 71, 75, 630 P2d 921 (1981). If the contract is clear and unambiguous, construction of its terms is a function for the court, and extrinsic evidence is not admissible to vary the terms of the contract. Respondents do not dispute these basic rules of law.

Neither Sunset nor American have pointed to any circumstances that indicated that the parties intended a meaning which differed from the clear unambiguous language used. Likewise, they have not identified a single term which they contend has a technical meaning which differs from the generally accepted language or which is not specifically defined in the contract. Rather they rely on an alleged "custom" in the industry.

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[14] State's counsel on several occasions urged the court to read the appropriate sections and construe the contract. (Tr. 715, 745, 840, 958, 1042) Instead, the court considered evidentiary questions from its impressions of the evidence and arguments of counsel. On a piecemeal basis over multiple objections the court admitted documentary and oral evidence that varied the terms of the contract. In addition to rulings necessarily based on a finding of ambiguity, the court specifically ruled that the contract was ambiguous. (Tr. 711, 1447)

Evidence of custom and usage is not admissible to vary the terms of a written contract. ORS 41.900(12) (Repealed 1981); Asbury Trans. v. Cons. Freightways, 263 Or 53, 61, 501 P2d 321 (1972); North Unit Potato Co. v. SPADA Dist., 260 Or 468, 475, 490 P2d 995 (1971); Bliss v.Southern Pacific Co., et al, 212 Or 634, 640, 321 P2d 324 (1958).

Respondents do not disagree with the general principle but preface all of their arguments with the assumption that the contract was ambiguous and, therefore, evidence of custom and usage was admissible.

B. THERE WAS NO SUBSTANTIAL EVIDENCE OF CUSTOM AND USAGE.

In our appellant's brief, we set out L. Cook's conclusion that under the industry standard, two measurements of the 5 coat system was appropriate. His specific testimony was:

> "A. The standard of the industry would be to, if your using tinted coats of paint, if the coat covers the succeeding - if the succeeding coat covers the other coat, you have a - have accomplished your coat. That's the way it normally reads." (Tr. 283-284) (Emphasis added)

Plaintiff's workman, Michael Conners, when asked if he was familiar with the inspection of a multicoat system, testified:

> "Q. What is that custom?
>
> "A. The inspector takes a dry film gauge after the paint is hard not soft, at the end of the coat system." (Tr. 404-405) (Emphasis added) (App. Br. 22)

Mr. Cook was relating not a custom but how the contracts he was familiar with usually read. Mr. Conners' testimony had nothing to do with the frequency of measuring paint coats. This was all the evidence of custom and usage we could find. We invited respondents to produce further evidence of custom and usage from the 1584 page transcript. (App. Br. p23, note 1)

Sunset produced two added references. (S. Br. 14) Mr. Cook made one similar statement that in his experience multicoat systems are inspected after all coats are applied or after all the primer is applied. He did not testify that there was a custom to that effect. (Tr. 269)

Mr. Erickson, over objection, was asked whether he agreed with the state's interpretation of the Sunset Coatings contract, [redacted] that the state was authorized to measure each coat after it had been applied.[15] Mr. Erickson responded:

> "A. They could measure but the extent of the measurement - the specifications are to help the contractor get a job and to help the state to get a job, and how extensive the visual inspection, the different colored coatings would do the same thing as long as you got a 4-1/2 mil coating on the premises." (Tr. 1159)

Mr. Erickson appears to concede that the state had the authority to measure each coat but is arguing that it is not necessary. This is not evidence of custom and use.

Sunset argues that the skimpy evidence discussed above supports a custom of two instrumental measurements of a 5 coat paint system. (S. Br. 14) Sunset further argues that there was an ambiguity in the commercial blast specification because it permits some paint residue to remain. We have heretofore pointed out that the parties agreed on the interpretation of that specification and the proper use of the pictorial on bridge repainting jobs.

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[15] The failure of the court to sustain the objection in allowing Mr. Erickson to answer is Assignment of Error No. 9.

Sunset argues that the contents of the telegram, Exhibit 49, and the meeting memorandum, Exhibit 56, are evidence of custom and usage. (S. Br. 15, 16) We will hereinafter discuss the memo and telegram in detail. Neither contain evidence of custom and usage. In summary Sunset offered no substantial evidence of existence of customs involving two measurements of paint or sandblasting specifications. The custom and usage evidence which was offered was improperly received as extrinsic evidence which attempted to vary the terms of the contract.

C. THE STATE DID NOT KNOW OR HAVE REASON TO KNOW OF THE CLAIMED CUSTOM AND USE.

There was no proof that the state had knowledge of the alleged custom and usage or that the parties had contracted with reference thereto. Sunset admits that it had the burden to show:

> "(1) That the state had actual or constructive knowledge of trade custom or usage, and
>
> "(2) That the trade custom or usage is consistent with the contract." (S. Br. 16)

In our opening brief we cited cases holding that evidence of custom and usage is admissible only if the custom is generally followed and the other party knows or has reason to know of the custom. Sunset had the burden of proving not only the "custom" but also that the state knew of the custom. (App. Br. 21)

Sunset claims that the state had actual or constructive knowledge of trade custom and usage related to the sandblasting specifications because it knew that the SSPC Commercial Blast Specification allows some paint residues to remain that are not shown on the pictorial. As previously stated herein, there was mutual agreement on the interpretation of the specification and the use of the pictorial.

Sunset's claim that the state had actual or constructive knowledge of trade custom and usage related to paint inspection and measurement is supported only by its statement that Mr. Bangert, the state inspector, had dealt with painting contractors in countless similar projects and that Mr. Davis who wrote specifications also had long experience with bridge painting projects. (S. Br. 17) Neither of them testified to such trade usage and neither was asked about trade usage on cross-examination. Sunset presented no testimony of the existence of the custom, its general application or that it was known to the state.

Sunset cites Andrews Equipment Service v. Heintz Construction, 241 Or 28, 29, 403 P2d 774 (1965), and Employes Mut. Liabl. Ins. Co. of Wis. v. Zurich Ins. Co., 92 Wash2d 568, 409 P2d 165 (1965), for the proposition that the jury is the judge of trade or custom. (S. Br. 17)

The facts of these two cases are obviously distinguishable from the state-Sunset contract. Andrews involved an oral contract without an express term covering the matter in dispute. In Employers Mutual there was no contractual relationship between the parties. The dispute was whether there was a custom that a salesman parking in front of a garage would leave the key so that his car could be moved by the employees of the garage for the convenience of its customers. In both cases proof of the custom and the defendant's knowledge was produced.

Sunset cites Hellbusch v. Rheinholdt, 275 Or 307, 550 P2d 1199 (1976) for the proposition that one who deals regularly with members of the trade may be charged with notice of trade customs and usages. In Hellbusch the parties had an oral contract whereby plaintiff constructed a foundation for a house on a cost plus basis. The percentage of profit had not been agreed to. There was proof that the defendant owner dealt with suppliers and materialmen and knew the cost plus custom would include at least 5% profit. There was no comparable testimony in this case.

In summary there was no substantial evidence that at the time the contract was executed there was a custom that five coat paint systems were measured twice or that the state knew or had reason to knew of such a custom. Moreover, any such custom would have varied the express terms of the contract.

REPLY TO RESPONDENTS' ARGUMENTS
ADMISSIBILITY OF EXHIBITS 49, 56

Respondents' principle argument to support the admissibility of Exhibit 49, the telegram, and Exhibit 56, the memorandum, is that they were not offered for the truth of the matters asserted but as "evidence of trade custom and usage, and to show that plaintiff's interpretation was supported by that usage." (S. Br. 19)[16]

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[16] For the text of Exhibit 49 and excerpts from Exhibit 56, see S. Br. 15.

The telegram was not offered to show trade custom or usage. (Tr. 744-747) Moreover, there is nothing in the telegram to support respondents' claims of custom and usage. It criticizes the state's interpretation and expresses an opinion of ambiguity. Likewise, the memorandum at the meeting was not offered as evidence of custom and usage. (Tr. 836-842) The memorandum makes no mention of custom and usage.

In addition to other grounds, state objected to the documents as being irrelevant and prejudicial. Assignments of Error 7, 8 and 9 are representative demonstrations of how the documents were used in cross-examination to prejudice the state. Both Sunset and American treated them as substantial evidence in arguing to the jury that the eight Portland contractors disagreed with the state. All the contractors' vituperative adjectives were repeated. (Tr. 1344, 1405)

Sunset argues that the memorandum was admissible as a business record. The memorandum was made by the state's resident engineer but he was not asked whether it was a record kept in the ordinary course of business. (Tr. 836-842)

Sunset cites three cases on the admissibility of business records and the discretion of the court in admitting them: Davidson v. Parker, 50 Or App 129, 622 P2d 1113, 1116 (1981); Sanfield v. Laccoarce, 284 Or 651, 588 P2d 1271, 1279 (1978); Witaker v. Fair Dismissal Appeals Board, 25 Or App 569, 550 P2d 455, 456 (1976). The three business records involved in these cases were, respectively, a summary of time prepared by a bookkeeper from employe time cards, psychological reports plaintiff made and kept by a psychologist who testified at trial, and personnel evaluation reports of plaintiff teacher kept as part of the school records. Those were different types of records routinely kept that involved the parties in the case and were directly relevant to principle issues. Here the recording the statements and opinions of the painting contractors does not make them relevant or admissible.[17]

In Stanfield the court said the hearsay contained in a business record was "one fact that the trial court should consider in deciding whether the probative value of the evidence is outweighed by the possibility of prejudice to the objecting party." 284 Or at 664 The court should have excluded the exhibits.

In summary the substance of the documents and the manner in which they were used during trial in cross-examination and argument demonstrate that they were presented for prejudicial effect. Even if there was some relevancy it was outweighed by that prejudicial effect.

REPLY TO RESPONDENTS' ARGUMENTS - ADMISSIBILITY OF EXHIBIT 6

Sunset's principle argument is that the estimating costs manual of the Painting and Decorating Contractors of America, was offered and admitted in evidence not for the proof of its contents but as something relied on by Cook in making his bid. Sunset overlooks the balance of the offer to the court, "We're going to say these are the industry's standards and he followed them." (Tr. 265) Thus, Exhibit 6 was also admitted as substantive evidence of "industry standards." Appellants' Br. at pp. 29-33 argues that Exhibit 6 was not admissible for any purposes. We will not repeat the arguments made there.

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[17] The hearsay statements in Exhibit 6 were made by Savage and Cornet who were not produced at trial.

Sunset also overlooks how Exhibit 6 was used at the trial. Cooks skimpy estimate, Exhibits 26, 30 were buttressed by considerable testimony proving that his estimate was accurate by use of the guide. (Tr. 512-518) Sunset's theory on damages was that it was entitled to the amount spent on the Harrisburg job less the amount estimated for that work. Buttressing Cook's estimate by the "experts from the council" was a key reason for its use.

Another key Sunset argument was that it spent twice as much for sandblasting because the state required a near white blast. To complete that argument Sunset utilized statements from a table in Exhibit 6, and utilized the data in oral argument. Thus the hearsay material in the guide was utilized and argued as substantive evidence. The sandblast specification was different and never connected.

American cites 29 Am Jur 2d, Evidence, § 889, page 995 as authority for the admissibility of Exhibit 6. (A. Br. 12) The heading of the section is "Books of Exact Sciences; Almanacs, Tables and Computations." The text of the section confirms the heading. It is not applicable to the type of material contained in Exhibit 6. The two cases cited by American in support of the Am Jur section allowed in annuity and mortality tables and the American Standard Safety Code for portable metal ladders respectively. Those documents are of the type discussed in the Am Jur section.

REPLY TO RESPONDENTS' ARGUMENTS - RULES OF CONTRACT INTERPRETATION

This section replies to Sunset's answer to Assignments of Error 13 and 14 which address two instructions given by the court on construing ambiguous contract documents.[18] The state's arguments are set out at pages 33-36. Sunset's brief does not directly respond to the issues raised. (S. Br. 22-25) Sunset merely recites the secondary rule requiring ambiguities in contracts to be resolved against the drafter.

The erroneous instructions went further. The first instruction directs the jury to adopt the contractor's interpretation if it is a reasonable one, regardless of what the circumstances and other extrinsic evidence show regarding the parties' intent. In construing the documents against the drafter, the jury should adopt a reasonable interpretation to reflect the intention of the party. A reasonable interpretation would not necessarily be the contractor's interpretation.

The second instruction required the jury to construe the contract in "such a way that the contract is reasonable from an economic point of view." Appellant's Brief, pp. 33-36 set out arguments and authorities that we will not repeat here.

In response Sunset cites authority for a preferred interpretation that renders performance possible or reasonable as opposed to one that renders performance impossible or unreasonable. (S. Br. 23)

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[18] See Appellant's Brief pp. 33-34 for the pertinent portions of the instructions.

Sunset's principal authority, Goodlove v. Russell, 134 Or 445, 193 P 936 (1930) in different terminology recites a general rule, but does not mention construing contracts from an economic point of view. Elte, Inc. v. S. S. Mullen, Inc., 469 F2d 1127, 1131 (9th Cir 1972), an Oregon case, involved a contract for production of suitable rip rap in a reasonable economic manner from a quarry selected by defendant. The court held "where one interpretation makes the contract unreasonable or such that a prudent person would not normally contract under such circumstances, but another interpretation equally consistent with the language would make it reasonable, fair and just, the latter interpretation would apply." In Elte the reasonable standard was a part of the contract. It is not authority for limiting the jury's options to a construction that is reasonable from an economic point of view.

Sunset points out that the state did not assign as error the admission, over objection, of evidence of the economic difficulties of Sunset. (S. Br. 25) the state chose to limit the scope of this appeal. Such evidence was discussed in our argument to illustrate the prejudice to the state from the giving of these two instructions.

In summary, the two instructions improperly limited the jury's options and should not have been given. Moreoever, the contract provisions were not ambiguous and no such instructions should have been given in any event.

REPLY TO RESPONDENTS' ARGUMENTS - COMMERCIAL SANDBLAST SPECIFICATION WARRANTY

Respondents rely on A. H. Barbour & Son, Inc. v. State

Highway Commission, 248 Or 247, 433 P2d 817 (1967). They ignore the drastic difference between the SSPC commercial blast definition in the contract involved in Barbour and the SSPC definition of commercial blast in this contract.[19] The Barbour definition is a "performance specification" describing a particular method of achieving a commercial blast. When the contractor completes the work in the manner specified, his obligation is completed even if the desired results have not been obtained. This contract specification is an "end product" specification defining commercial blast by its appearance at the conclusion of the contractor's work.[20]

In the Barbour case the paint, mill scale and rust could not be removed by utilizing the method specified. In fact, some encrusted rust was removed with chipping guns because it could not be removed by sandblasting. The state specifically ordered the contractor to go to a white metal blast. (248 Or at 258) Here there was no evidence that the sandblasting could not be achieved under the defined commercial blast specification.

The parties agreed that the specification, including the pictorial, was applicable to bridge painting jobs. The parties also agreed as to how the pictorial was to be used. (Supra 4) The contractor's evidence was that the state required blasting beyond the specifications, not that the specifications were deficient.

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[19] Exhibit 4 is the Sunset-State Contract SSPC Commercial Blast Specification. Exhibit 99 is the SSPC Commercial Blast Specification for the contract involved in Barbour. See the texts of both in (App. Br. 38-40)

[20] The contract SSPC Commercial Blast Specification states in the appendix, "This specification is based upon the desired end condition and not upon a rate-of-cleaning test. In the past a rate-of-cleaning test was used in place of this specification." (Ex. 43, A. 10, P. 68)

Gen. Constr. v. Ore. Fish Com., 26 Or App 577, 581, 554 P2d 184 (1977) did not expand the Barbour rule to apply to the facts of this case.

In summary, implied warranty was not involved. The contractor was required to achieve a specific result (end product). After blasting, the appearance of the steel was to meet the SSPC definition and conform to the pictorial. The contractor was required to expend the necessary labor and materials to reach that appearance.

REPLY TO RESPONDENTS' AGRUMENTS - ALTERNATIVE DAMAGES THEORY

In answer to Assignment of Error 16, Sunset argues that its alternative damages instruction was cured by portions of other instructions previously given. See App. Br. 41 for the text of the instruction. Sunset pointed to portions of instructions given on its quantum meruit theory. (S. Br. 29) We do not quarrel with the concept that instructions are considered as a whole. However, we submit that the error was not cured by the other instructions.

We point out that the instruction was the last instruction given and was phrased as an alternative. The instruction assumes that the contract was not abandoned and cancelled because the changes were not radical. The court was assuming changes in the contract that were not material breaches thereof. under the court's instruction the state, without materially breaching the contract, would be liable for Sunset's added expenses. The instruction as given amounted to a direction of a particular award of at least $88,642.00 for loss plus $14,757.00 for loss of profit. We resubmit the arguments set out in Appellants' Brief. The giving of the instruction was prejudicial error.

CONCLUSION

If this court finds that the paint measurement specifications were unambiguous, this case must be reversed. The commercial blasting specifications were also unambiguous and understood by the parties. Many of the court's evidentiary rulings and instructions were predicated on the court's erroneous conclusion that the specifications were ambiguous.

Sunset was allowed to introduce what it contended was evidence of custom and usage, evidence of undisclosed subjective intent, and evidence of hearsay statements by third parties to vary the terms of the written contract. The jury was instructed that the contract was ambiguous, that it could consider trade custom and usage, and that where the contract was ambiguous, it had to adopt the interpretation of the contractor. These trial court actions were erroneous, and there was other prejudicial

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error as discussed above. This case must be reversed and remanded for a new trial.

Respectfully submitted,

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April 28, 1982

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NOTED
W. E. SCHWARTZ

H. S. Coulter
Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Re: Sunset Coatings Co., Inc. v. State (DOT) v. American
Fidelity Fire Insurance
Multnomah County No. A7912-05814 (L-7787)

Dear Scott:

I enclose herewith a copy of the answering brief filed by Rick Hayden on behalf of Sunset Coatings Co., Inc. John Spencer of Kobin & Meyer has filed a separate answering brief on behalf of the bonding company and and we enclose a copy of that as well.

We will be filing a reply brief in response to the Sunset Coatings and bonding company answering briefs. As I mentioned in a previous letter this case will probably be argued late this year.

Sincerely,

Les Hampton
Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
enclosures
cc: C. T. Keasey
Walter Hart
C. O. Fredrickson
Fred Lucht
Jack Martin

CERTIFIED A TRUE AND CORRECT
COPY OF THE ORIGINAL

IN THE COURT OF APPEALS OF THE STATE OF OREGON

SUNSET COATINGS, INC.,
a Washington corporation,

Plaintiff-Respondent,

v.

OREGON STATE DEPARTMENT OF
TRANSPORTATION AND HIGHWAY
DIVISION and OREGON TRANSPORTATION COMMISSION,

Defendants-Appellants,

v.

AMERICAN FIDELITY FIRE INSURANCE,
a New York corporation,

Third-Party Defendant -
Respondent.

Trial Court
No. A 7912-05010

Appellate Court
No. CA A 20661

RESPONDENT AMERICAN FIDELITY FIRE INSURANCE'S ANSWERING BRIEF

Appeal from the Judgment of the Circuit Court
for Multnomah County

Honorable PHILLIP J. ROTH, Judge

(Names and addresses of counsel on reverse side of cover)

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RESPONDENT AMERICAN FIDELITY FIRE INSURANCE'S ANSWERING BRIEF

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RESPONDENT AMERICAN FIDELITY FIRE INSURANCE'S BRIEF

STATEMENT OF THE CASE

Third-party defendant American Fidelity Fire Insurance ("American") accepts defendant's and third-party plaintiff's (the "State") statement of the nature of proceedings and the nature of the judgment.

STATEMENT OF FACTS

American rejects the State's statement of facts as one-sided and distorted. American accepts Sunset Coatings, Inc.'s ("Sunset") statement of facts and adds the following statement as a further supplemental statement.

Sunset was incorporated and began doing business in 1978 (Tr. 554). Its president and owner, Lonnie Cook, had several years' experience as a bridge painter, having painted between 150 and 220 bridges (Tr. 243-245). Cook has painted 22 bridges in the State of Oregon, including 3 which required a 100 percent sandblast and repaint (Tr. 244).

Prior to this project Cook had worked with both the Steel Structures Painting Council Surface Preparation Specifications (Ex. 4) and the Steel Structures Painting Council Pictorial Surface Preparation Standards for Painting Steel Surfaces (Ex. 5) (Tr. 254). The SSPC pictorials

(Ex. 5) depict unpainted steel and are used primarily when sandblasting new steel (Tr. 254, 257). Both Cook and experienced State personnel realized that if the SSPC pictorial is utilized in performing a commercial sandblast on painted steel, it is necessary to substitute paint residues for the rust residues shown in the pictorial, and that, therefore, literal compliance with the pictorial was not only impossible but unnecessary (Tr. 718, 727).

Lonnie Cook also had extensive experience with both the type of paint and the multi-coat paint system required by the specifications (Tr. 267-269). The standard in the industry with respect to inspection and measurement of multi-coat paint systems is that there is a visual inspection after each coat and an instrument measurement after completion of the prime coats and finish coats (Tr. 284). Indeed, Leonard G. Erickson, secretary of the Portland Chapter of the Painting and Decorating Contractors of America ("PDCA"), and one of the painting contractors who bid on the completion of the Harrisburg job after Sunset was terminated, testified that this was the way that Jack L. Davis, who prepared the specifications for this project for the State (Tr. 695-696) told him the specifications should be interpreted (Tr. 1159).

Jack L. Davis testified that when he prepared the specifications for sandblasting and painting, he assumed that the State inspector on the project, who would be interpreting the specifications for the State during the course of construction, would not only read the specifications, but would understand their intent (Tr. 753). Davis acknowledged that if the inspector relied solely on the SSPC pictorial he might require the contractor to blast to an extent greater than anticipated by the specifications, since the pictorial depicted unpainted steel (Tr. 753). Unfortunately, the State inspector on the job, Donald M. Brumbaugh, had absolutely no prior experience in inspecting painting or sandblasting work (Tr. 568-569). He had never seen or utilized the SSPC pictorial (Tr. 569). Brumbaugh's prior work experience related primarily to materials testing in the laboratory (Tr. 580-581). After being assigned as inspector on this job, Brumbaugh took a one-day course on the use of paint measurement equipment (Tr. 581). Brumbaugh admitted that on this job he required the sandblasted steel to look exactly like the SSPC pictorial and that as far as he was concerned, all paint residues had to be removed (Tr. 589).[1]

SUMMARY OF ARGUMENT

The State's assignments of error are without merit, and the jury verdict and judgment thereon should be affirmed. The trial court properly found that the contract's sandblasting and painting specifications were ambiguous, and instructed the jury on the general rules of contract interpretation and construction, including the use of evidence of trade custom and usage as a guide to interpretation. The evidence was undisputed that the custom and usage of the industry when SSPC Pictorial Standard SA 2 is utilized for sandblasting painted steel is to permit some paint residues to remain, even though the pictorial itself depicts unpainted steel, and thus only shows rust residues remaining. The evidence was also undisputed that the custom and usage of the industry is that when multi-coat paint systems are utilized, instrument measurements are performed at the conclusion of each "system" rather than each coat.

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[1] The contract specifications permitted 1/3 paint residues to remain on each square inch of surface area blasted. By requiring Sunset to remove all paint residues, Brumbaugh required Sunset to perform a near white rather than commercial blast (Tr. 253, 259; 718, Exh. 4)

The trial court properly admitted evidence of a prebid conference which it held after Sunset was terminated but prior to completion of the project. The proffered evidence was relevant to the reasonableness of the State's claim for completion costs against Sunset and American.

The State was permitted to, and did, fully explain its theory of the case to the jury. The State cannot legitimately claim that it was prejudiced by the trial court's evidentiary rulings or jury instructions. The jury verdict and trial court's judgment should, therefore, be affirmed.

ARGUMENT

I. THE TRIAL COURT PROPERLY INSTRUCTED THE JURY THAT THE CONTRACT WAS AMBIGUOUS.

(This argument responds to the State's Assignments of Error Nos. 1, 2, 3, 10, 13 and 14.)

The primary thrust of the assignments of error listed above is that the trial court erred in ruling that the contract was ambiguous, and in giving certain instructions regarding the construction of ambiguous agreements.

In determining whether the giving of an instruction or the failure to give a requested instruction is reversible error, the Oregon Appellate Courts have established the following guidelines: There is no reversible error unless the appellate court can say that an allegedly erroneous instruction affected the outcome. Waterway Terminals Company v. P. S. Lord Mechanical Contractors, 256 Or. 361, 469-370, 474 P.2d 309 (1970). The appellate court will not consider error based upon allegedly erroneous instructions unless the exception apprised the trial court of the exact defects and correctly stated the law. Lewis v. Devils Lake Rock Crushing Co., 274 Or. 293, 302, 545 P.2d 1374 (1976); Kinney v. General Construction Company, 248 Or. 500, 503, 435 P.2d 297 (1968); Brigham v. Southern Pacific Company, 237 Or. 120, 390 P.2d 669 (1964). A requested instruction may be denied without error unless it is clear and correct in all respects, both in form and substance, and altogether free from error. Beglau v. Albertus, 272 Or. 170, 179, 536 P.2d 1251 (1975).

The general rule regarding the role of the court and jury in the construction of a contract was established in May v. Chicago Insurance Company, 260 Or. 285, 490 P.2d 150 (1971). There the court stated:

> As a general rule, the construction of a contract is a question for the court and is treated as a matter of law. Under certain circumstances, however, there will be questions for the finder of fact in connection with the construction process. In Libby Creek Logging, Inc. v. Johnson, 225 Or. 336, 339, 358 P.2d 491 (1960), we said: "If the provisions of the contract are plain and unambiguous, it is the function of the court to interpret the contract and declare its legal effect. If the language of the contract is ambiguous, or if technical words, terms of art, or local phrases are used, evidence showing the meaning or interpretation of the contract may be admitted. In such event, the jury should determine the intention of the parties." * * * The respective functions of the court and jury are summarized by Williston in the following language: "* * * The general rule is that interpretation of a writing is for the court. * * * Where, however, the meaning of a writing is uncertain or ambiguous, and parol evidence is introduced in aid of its interpretation, the question of its meaning should be left to the jury. * * * The jury's function in the interpretation of documents then will arise wherever, in view of the surrounding circumstances and usages offered in evidence, the meaning of the writing is not so clear as to preclude doubt by a reasonable man of its meaning." 260 Or. at 292-293.

Thus, if the court determines that a contract is ambiguous, or if technical words, terms of art or local phrases are used, the interpretation of the contract is a question of fact to be determined by the jury, and the trial court properly instructed the jury on these issues.

Sunset and American contended that the contract was ambiguous in two respects. First, the contract was ambiguous as to whether paint thickness would be measured, as opposed to visually inspected, after each coat, or after each system.[2] Second, the contract required a commercial sandblast in conformance with SSPC-SP 6-63, which permitted some paint residues to remain (Ex. 1, p. 18). However, the contract also required the appearance of the blasted steel to conform to a pictorial standard. In the pictorial, no paint residues were shown, because the steel depicted was new, unpainted steel.

Both the drafter of the specifications, Jack L. Davis, and Sunset's president, Lonnie Cook, testified that it was the intent of the specifications that literal conformance with the pictorial would not, therefore, be required (Tr. 718, 727). The State's inspector, Donald Brumbaugh, required literal conformance to the pictorial and permitted no paint residue to remain (Tr. 589). Sunset was, therefore, required to perform a near white rather than a commercial blast, resulting in a material breach of its contract and significantly increased costs. See, for example, A. H. Barbour & Son, Inc. v. State Highway Commission, 248 Or. 247, 433 P.2d 817 (1967).

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[2] There were *five coats* of paint on this project, but only two systems of *paint*, the first being the prime and two base coats, and the second being the two finish coats (Tr. 267-269). Trade custom was that when a multi-coat system is utilized there is a visual inspection after each coat and a measurement after each system is completed (Tr. 283-284). This evidence was undisputed.

The State's only objection to the instructions set forth in its thirteenth and fourteenth assignments of error was that the contract was not ambiguous, and therefore no instructions on ambiguity should be given. The State now appears to argue that even if the contract was ambiguous, it was error to give these instructions because "they instruct the jury to use the wrong standard of interpretation" (App. Br., p. 34). That these instructions are a proper statement of the law is supported by the cases cited in Sunset's brief at pages 22-25. Assuming for the purposes of argument only that these instructions did not properly state the law, this assignment of error and arguments may not be raised for the first time on appeal. City of Portland v. Hoffman Const. Co., 286 Or. 789, 805, 596 P.2d 1305 (1979).[3]

The State excepted to the instructions set forth in its second and third assignments of error on two bases. First, the contract was not ambiguous. As set forth above, this exception has no merit. Second, the State excepted on the basis that trade custom and usage had not been properly pled or proved. This exception is equally without merit.

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[3] Similarly, rulings of the trial court which are not assigned as error on appeal should not be considered.

If a custom or usage has general observation in a business, trade or profession, it need not be pled. Cox v. Ohio Nat'l Life Insurance Co., 250 Or. 7, 13, 438 P.2d 998 (1968). Evidence of trade usage is always admissible, even if the contract is not ambiguous on its face. May v. Chicago Insurance Co., supra, 260 Or. at 294; Hurst v. W. J. Lake & Co., 141 Or. 306, 317, 16 P.2d 627 (1933).

Here, Lonnie Cooke, president of Sunset, Len Ericksen, secretary of the Portland chapter of the Oregon Council of Painting and Decorating Contractors of America, and Michael Connors, who had painted numerous bridges in Oregon and Washington, testified that the industry custom and usage was that a visual inspection would be made after each coat and instrumental measurement after each system (Tr. 404-405; 268-269, 283; 1159). No contrary evidence was presented by the State. This evidence was a more than sufficient foundation for the trial court's instructions on trade custom and usage.

II. THE TRIAL COURT PROPERLY ADMITTED EXHS. 49 AND 56, AND PERMITTED EXAMINATION OF WITNESSES REGARDING STATEMENTS MADE AT THE PREBID CONFERENCE.

(This argument responds to the State's Assignments of Error Nos. 5, 6, 7, 8 and 9.)

In the above assignments of error, the State contests the admission of a memorandum prepared by the State concerning a meeting with contractors who were interested in bidding on the completion of the Harrisburg Bridge after Sunset was terminated (Ex. 56), and the admission of a telegram from an official of the PDCA, sent on behalf of contractors who attended this meeting (Ex. 49).

Both the memorandum and the telegram reflected that the bidders criticized the State's painting and sandblasting specifications for the project as being ambiguous and the manner in which the State interpreted these specifications. Indeed, the contractors described the State's practices as "wasteful" (Ex. 56).

The State objected to the admission of these exhibits, and to related examination of the witnesses concerning this prebid meeting (Assignments of Error Nos. 7, 8, 9) on the basis of hearsay, relevance and violation of the parol evidence rule.

The State's hearsay objection is without merit. Both Mr. Martin, who authored Ex. 56, and Leonard Ericksen, who authored Ex. 49, testified and were examined regarding these exhibits (Tr. 836-841; 1151). Indeed, Mr. Litchfield testified that Ex. 56 was prepared in the ordinary course of business, further removing the document from any proper hearsay objection.

The State's relevance and parol evidence objections are equally without merit. Sunset's brief discusses the relevance of these exhibits and examination to the existence and the State's knowledge of trade custom and usage (Sunset's brief, pp. 14-19). These exhibits and the related examination were admissible for another equally compelling reason.

The prebid conference to which both exhibits and the examination related occurred in connection with the State's reletting of the contract after Sunset's termination (Exs. 49, 56; Tr. 747-749). The lowest, responsive, responsible bid which the State received for this work was $170,000 (Tr. 707). The State declined to accept this bid on the basis that it was excessive, choosing instead to complete the work with its own forces. In this proceeding the State sought in excess of $200,000 from both Sunset and American for its own completion costs. Sunset and American claimed that the State's completion costs were unreasonable and excessive. The challenged evidence is obviously relevant to this issue. Indeed, it was on this basis that the court admitted this evidence (Tr. 745-746; 838-841).

The State was not required to continue to utilize the same ambiguous specifications in the completion work, nor was it bound to continue to interpret the sandblast specifications to require a literal conformance to the pictorial or the paint specifications to require instrument measurements rather than visual inspections after each coat. The challenged evidence demonstrates that it was neither reasonable nor cost effective for the State to so do, and by so doing, it significantly increased the completion costs which it sought to recover from Sunset and American.

III. THE TRIAL COURT PROPERLY ADMITTED 6.

(This argument responds to the State's Assignments of Error Nos. 11 and 12).

Ex. 6, "The Painting and Decorating Contractors of America Estimating Costs" guide, was offered into evidence by Sunset solely as an estimating guide utilized by Sunset in the preparation of its bid, in support of its contention that its bid was reasonable. As acknowledged by the State, and explained by Lonnie Cook, president of Sunset, Ex. 6 contained calculations setting forth the average rate of production per hour to attain the various grades of sandblast, including a "commercial blast" and "white blast" (Tr. 511-521). The State objected to the entire exhibit, and made no request that any portion of the exhibit be deleted or stricken. (Tr. 263-264)

The estimating tables in Ex. 6 were clearly admissible as an industry guide frequently relied upon by contractors for estimating purposes. See 29 AmJur 2d, Evidence, § 889 p. 995. The Oregon Supreme Court has held that annuity and mortality tables which are similarly utilized by insurance companies are admissible. Babcock v. Gray, 165 Or. 398, 107 P.2d 846 (1940). See Also, Nordstrom v. White Metal Rolling & Stamping Corp., 453 P.2d 619 (Wash. 1969), wherein the court held that a private industry guide containing safety standards was admissible.

IV. THE TRIAL COURT PROPERLY INSTRUCTED THE JURY THAT THE STATE WARRANTED ITS SANDBLASTING SPECIFICATIONS.

(This argument responds to the State's Assignment of Error No. 15).

That the State warrants the adequacy and accuracy of its specifications was established in A. H. Barbour & Son, Inc. v. State Highway Commission, 248 Or. 247, 433 P.2d 817 (1967) and reiterated in Gen. Constr. v. Ore. Fish Com., 26 Or.App. 577, 581, 554 P.2d 185 (1977).

The State appears to argue here that this warranty was somehow abrogated because the State incorporated by reference in the specifications a picture of the end product which it desired. This pictorial was simply a visual description of the same "end product" which the State verbally described in A. H. Barbour & Son v. State Highway Commission, supra. Here, as in Barbour, the State warranted that the result or "end product" it desired could be achieved by use of a commercial sandblast. The Barbour case is, therefore, directly in point and is dispositive. The trial court's instruction regarding the State's warranty of its specifications was proper, particularly in light of the testimony that the State's inspector, Donald Brumbaugh, misinterpreted the sandblasting specifications, including the pictorial, to require all paint residues to be removed.

V. ASSIGNMENT OF ERROR NO. 16 IS APPLICABLE ONLY TO SUNSET'S CLAIM FOR DAMAGES AGAINST THE STATE AND HAS NO RELATIONSHIP TO THE STATE'S CLAIM AGAINST AMERICAN.

Accordingly, the State's Assignment of Error No. 16 will not be discussed herein.

CONCLUSION

The State's Assignments of Error are without merit. The jury verdict, and the judgment entered thereon, should therefore be affirmed.

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CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing Answering Brief of Respondent American Fidelity Fire Insurance on the following attorneys at the addresses set below their names, on the ____ day of __________, 1982, by mailing to them two true and correct copies thereof, certified by me as such. I further certify that said copies were placed in sealed envelopes addressed to said attorneys at their regular office addresses, and deposited in the United States post office at Portland, Oregon on the day last above mentioned, with the postage thereon fully paid.

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IN THE COURT OF APPEALS OF THE STATE OF OREGON

SUNSET COATINGS, INC.,
a Washington corporation,

Plaintiff-Respondent,

v.

OREGON STATE DEPARTMENT OF
TRANSPORTATION AND HIGHWAY
DIVISION AND OREGON TRANSPORTATION COMMISSION,

Defendants-Appellants,

v.

AMERICAN FIDELITY FIRE
INSURANCE, a New York
corporation,

Third-Party Defendant-
Respondent.

Trial Court
No. A7912-05814

Appellate Court
No. CA A20661

A TRUE COPY
Stoel, Rives, Boley, Fraser And Wyse
By

RESPONDENT SUNSET COATING'S ANSWERING BRIEF

Appeal from the Judgment of the Circuit Court
for Multnomah County

Honorable PHILLIP J. ROTH, Judge

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STATEMENT OF THE CASE

Plaintiff Sunset Coatings accepts defendant's statement of the nature of the proceeding and the nature of the judgment. We add only that the judgment was entered in accordance with a jury verdict in plaintiff's favor.

STATEMENT OF FACTS

Sunset accepts some of the State's statement of facts. However, Sunset offers a supplemental statement to balance those portions of the State's statement that are in certain instances inaccurate, argumentative, or omit important information.

Before requesting bids, the State made its own estimate of the cost of the work. The State's estimate was $149,000. Tr. 373. Sunset reviewed the State's request for bid, and interpreted its requirement of a "commercial blast"[1] in accordance with a bid guide used by the trade. Tr. 263. Sunset's bid of $124,756 was successful. Tr. 734. The State held a preconstruction meeting to discuss the project. Tr. 446.

Soon after the work began, Mr. Brumbaugh, the State's inspector who had never seen a bridge being painted before he was assigned to this job, began requiring plaintiff to perform work beyond that required in the parties' contract in two significant respects. First, he began rejecting sand-blasted areas of metal that contained small paint residues that were normally permitted with a commercial blast. Tr. 258. Mr. Brumbaugh was consistently requiring a near-white or white blast, and permitted no paint or paint residue to remain. (See footnote 1, supra.) Tr. 258-259, 464. Mr. Brumbaugh required Sunset to blast more than the contract required because he did not understand how to use a set of photographic standards incorporated into the contract. He was requiring Sunset to blast the metal on the bridge until it looked exactly like the series of photographs incorporated into the contract. Tr. 571. Those photographs were of unpainted steel. Experienced state inspectors such as Mr. Bangert knew that you could substitute in your mind pieces of paint for the pieces of rust shown in the photograph. Tr. 641. Unfortunately, Mr. Brumbaugh demanded that plaintiff have no more paint on the bridge than there was in the photograph. Tr. 258-59, 464. Since there was no paint in the photograph because the photographed steel had never been painted, Mr. Brumbaugh's mistaken interpretation of the contract led him to require plaintiff to blast far more than was required by the contract. Sunset complained to both Mr. Brumbaugh and his supervisor Mr. Martin that Mr. Brumbaugh was requiring work that far exceeded contract specifications. Tr. 259-60.

---

[1] A "commercial blast" is generally understood to remove all loose or brittle paint, dirt, rust, and other material that might chip or flake off and therefore provide an unstable foundation for new paint. See, e.g., A. H. Barbour & Son, Inc. v. State Highway Commission, 248 Or 247, 433 P2d 817, 818 (1967). In contrast, a "white blast" removes every foreign substance from the surface of the metal, so that only clean metal remains. It is a much more expensive process. Id., 433 P2d at 822.

Second, Mr. Brumbaugh required Sunset to apply far more than 7.5 mils of paint required by the contract. Mr. Brumbaugh justified his demand for excess paint by measuring each coat with a gauge, rejecting entire areas of paint in which he found spots that did not measure 1 1/2 mils, instead of visually inspecting the paint after each coat in accordance with trade custom.[2] Tr. 270. This required Sunset to apply more than twice as much paint as would be required for a 7.5 mil coat. Tr. 535. This was so plainly at variance with trade practice that after the State's experience with this job, the State formally changed its policy to require visual inspections with only two instrumental measurements. Tr. 1159.

Sunset contends that Mr. Brumbaugh's over-inspection problems were caused by his complete lack of experience. "He said it was his first job and he didn't know too much about it." Tr. 307. Mr. Brumbaugh admitted that he had never "inspected any painting in [his] entire life" before this project. Tr. 568. Despite this inexperience, he was inflexible in his judgments of bridge painting. Given the control an inspector exerts over a project of this kind, such inexperience "would probably break a contractor." Tr. 1197. Moreover, his superiors Mr. Martin and Mr. Litchfield also had no knowledge of the technical aspects of bridge painting. Tr. 815, 1009-10. Sunset's frequent discussions with these men and other officials had no effect on Mr. Brumbaugh's inspections, which continued to be unreasonably rigorous. Tr. 466.

---

[2] Trade practice requires each coat to be of a different tint, so that an inspector can visually inspect for insufficient coverage. Tr. 268, 283-84. Plaintiff had applied multi-coat paint systems of this kind many times. Tr. 268. In that experience each coat was inspected visually, and actually measured only at two stages: first after all primer coats were complete, and again after the finish coats were complete. Tr. 268-69. Sunset's witness Lonnie Cook testified that the State did not mention at the preconstruction meeting that it intended a different inspection system. Tr. 447. Evidense, NoT allow our guys to testify -

Mr. Brumbaugh's inspection practices were also colored by his fervent religious beliefs: "[H]e would want to preach and save all our souls." Tr. 309. He was particularly offended by the language used by some of Sunset's painters. Tr. 309. As one of the painters put it:

answer this

> "He said that the more we swore, the more--the more he was going to mark up the blast and I was on my belly one time blasting with somebody else and me and this other guy was blasting and we were swearing and he just kept saying, "Keep swearing, here goes another one, here's another one," and he just kept marking spots to be reblasted." Tr. 407-408. See also Tr. 472.

Mr. Brumbaugh admitted on the stand that because of the painters' discussions of sex, he made his inspections stricter than they would have been otherwise. Tr. 598.

Mr. Brumbaugh's inspection resulted in extraordinary expense to Sunset, far beyond what either party anticipated. The State originally estimated that it would cost $149,000 to paint the entire bridge. After completing about one-half of the work, Sunset found that it had been forced to spend $147,500 for that first one-half of the bridge. The State only paid Sunset $58,925 for that one-half of the bridge. Tr. 299. Sunset had to borrow $75,000 just to pay its workmen in the field.

Sunset was unable to continue sustaining such losses and demanded that defendant replace Mr. Brumbaugh and compensate Sunset for work it had been required to perform in excess of "commercial blast" standards. The State refused to relent and ultimately terminated Sunset's contract.

The State let bids for another contractor to complete the work. It estimated that it would take about $85,000 to complete painting the remaining one-half of the bridge based on its historical experience. Tr. 735. This estimate was increased to $108,600 to take into account State administrative costs. Tr. 735.

130,000 bid

The State then called a prebid conference to explain to painting contractors its blasting and painting specifications. Tr. 836. Those contractors criticized strongly Mr. Brumbaugh as an inspector and the State's interpretation of the blasting and painting specifications. Tr. 845-846. The State told the contractors it would clarify its blasting and painting specifications in its future contracts, but this project's specifications and inspector would remain the same. Tr. 1155. Faced with that information the lowest bid submitted by the contractors was $170,000 for the remaining one-half. Tr. 707.

The State decided it could paint the bridge for less itself. It did paint the bridge following the same interpretation of the specifications Mr. Brumbaugh had applied to Sunset. However, instead of costing as estimated, the State admits that its actual cost for its one-half of the bridge was $201,978, which did not include the salaries of several of the State's workmen because the State called them trainees. See Tr. 1109. The jury was entitled to believe that the true cost was about $240,000. Tr. 1109-1110. Thus, for a job the State originally estimated would cost $149,000, $349,000-389,000 was actually spent to comply with Mr. Brumbaugh's standards.

STANDARD OF REVIEW

Generally, it is left to the court to interpret a writing. However, parol evidence may be introduced to interpret the agreement, and if it is found to be ambiguous, the meaning of the contract is left to the jury. Hekker v. Sabre Construction Company, 265 Or 552, 510 P2d 347 (1973). The question whether a term in a contract is ambiguous is a question for the court. 4 Williston, Contracts, § 616, 660-663 (3rd ed 1961); May v. Chicago Insurance Company, 260 Or 285, 490 P2d 150, 154 (1971). If this court agrees that the contract's terms are ambiguous, then the jury's verdict must be upheld unless there is no substantial evidence to support it. Kraxberger v. Rogers, 321 Or 440, 373 P2d 647, 651 (1962). Because the jury's verdict was for plaintiff, the testimony offered by Sunset must be accepted as true for scope of this

purposes of this appeal. Wall v. SEC Co., Inc., 270 Or 553, 528 P2d 1054, 1057 (1974).

SUMMARY OF ARGUMENT

The contract prepared by the State and signed by Sunset was ambiguous in two material respects. First, its sandblast specifications incorporated written standards that said some paint could remain after the blast and photographic standards that showed no paint remaining. Second, its paint thickness provisions stated Sunset was required to apply five 1 1/2 mil coats, a total of 7.5 mils of paint. It did not specify when instrumental measurements should occur. Sunset concluded that the State would make the instrumental measurement after the third and final prime coat and again after the second and final finish coat, which it contends was the industry standard. Tr. 350-51, 404-405, 1155, 1166-67. Mr. Brumbaugh demanded that such measurements were to be made after each coat and if one measurement was found below 1 1/2 mils the entire coat had to be repainted. This procedure forced Sunset to apply an average of between 15 and 23 mils of paint to the bridge instead of the 7.5 mils.

answer this

Thickness

The trial court held both the blasting and the painting specifications were ambiguous and admitted evidence of trade custom and usage to establish (1) that the contract's sandblast specification was understood by the trade (and probably the defendant) to permit tight paint residues to remain and (2) that each coat of paint was normally inspected visually and then measured once after the prime coats were finished to assure a minimum of 4.5 mils of prime and again after the finish coats to assure a minimum of 3.0 mils of finish. In that fashion, each coat would be approximately 1 1/2 mils, but exact measurements would be required only at two crucial junctures.

Defendant's challenge to the rules of contract interpretation applied in this case is not only unsupported by authority, it ignores the facts of the case. Defendant, as the contract drafter, was in a position to state its requirements precisely. Instead it drafted ambiguous specifications, and applied them in such a way that the cost of both Sunset's half and the State's half of the project ran substantially more than double the defendant's own estimate. This extraordinary cost overrun is substantial evidence that the contract was not interpreted as the parties originally intended. Settled rules of contract interpretation only reinforce the evidence regarding the parties' intentions.

ISSUES

1. Was the contract's meaning so clear that reasonable men could not reach more than one conclusion as to its meaning?

2. Was there any substantial evidence for the jury's verdict in favor of plaintiff's interpretation of the contract?

3. Was the jury correctly instructed regarding rules of contract interpretation?

4. Was the jury correctly instructed regarding damages?

1. Reasonable Men Could Reach More Than One Conclusion as to the Contract's Meaning. The Interpretation of the Contract Was Therefore Properly Left to the Jury.

Defendant contends that the pivotal question in this appeal is whether the parties' contract was ambiguous. Defendant suggests that the contract could be reasonably interpreted in only one way. Accordingly, defendant asserts, the trial court erred in permitting the jury to interpret the contract's sandblast and painting specifications in accordance with trade usage and surrounding circumstances.[3]

Contract term construed together

The precise question is, in view of the evidence of trade custom and surrounding circumstances, did the trial court correctly conclude that reasonable men could reach more than one conclusion as to the meaning of the contract? See *May v. Chicago Insurance Co.*, *supra*, 490 P2d at 154, quoting 4 Williston, *Contracts*, *supra*, § 616, at also Bartlam v. Tikka, 50 Or App 217, 220-21, 622 P2d 1133, 1135 (1981). If contract language lends itself to two plausible interpretations, it is ambiguous. It is not required that the two interpretations be equally plausible, but only that both be plausible. Ron Jones & Co. v. Jaquith, 44 Or App 727, 606 P2d 1179, 1180 (1980). If so, then the jury must interpret the relevant contract terms.

---

[3] It is worth noting what is not at issue. The trial court was clearly authorized to admit evidence of trade custom to interpret technical terms. *Dorsey v. Oregon Motor Stages*, 183 Or 494, 194 P2d 967, 974 (1948); Restatement (Second) of Contracts, § 222, Comment b. (1981). Evidence of surrounding circumstances is also admissible to assist the court in determining whether the contract was ambiguous. ORS 42.250; *Welch v. U. S. Bancorp Realty and Mortg.*, 286 Or 693, 690-91, 596 P2d 947, 956 (1979). Such evidence permits the court to put itself "in the position of those whose language is to be construed. ORS 42.220; *Dorsey v. Oregon Motor Stages*, *supra*, 830 Or 494, 194 P2d 967, 972. See also *Casriel v. King*, 2 NJ 45, 65 A2d 514, 516-17 (1949); *Pacific Gas & Electric Co. v. G. W. Thomas Drayage & R. Co.*, 69 Cal Rptr 561, 69 C2d 33, 442 P2d 641, 645, 40 ALR3d 1973 (1968); Restatement (Second) of Contracts, *supra*, § 214(c).

check this

A. Sandblasting Specifications

In the painting business there is a key distinction between a "commercial [sand] blast" and a "white [sand] blast." A "commercial blast" is generally understood to mean a sandblast that removes all loose paint, dirt, rust, and other material that might chip or flake off and therefore provide an unstable foundation for a new coat of paint. See, e.g., A. H. Barbour & Son, Inc. v. State Highway Commission, 248 Or 247, 433 P2d 817, 818 (1967). In contrast, a "white blast" involves the removal of every foreign substance from the surface of the metal, so that only clean metal remains. It is at least twice as expensive as a commercial blast. Tr. 535. The Oregon Supreme Court confirms this:

> "A white metal blast involves approximately two and one-half times more labor and material than a commercial blast and when this type of blast is used more spot painting is required." A. H. Barbour v. State Commission, supra, 433 P2d at 822.

The contract's definition of the term "commercial blast" was ambiguous at best, and arguably was internally inconsistent. Defendant specified a "commercial blast," but left the precise meaning of the term to two other sources:

> "*** [A]ll steel shall be blast cleaned in conformance with Steel Structures Painting Council Specification SSPC-SP 6-63 'Commercial Blast Cleaning.' The appearance of the blast cleaned surface shall conform to pictorial standard Sa 2 of the ASTUR D, 220 (SSPC Vis 1-67T)." Exhibit 1, Special Provisions of the Contract and Bond for Highway Construction, page 18.

The first standard the contract refers to (SSPC-SP 6-63) allows "tight residues of paint" to remain on one-third of each square inch of a pitted surface, such as the surface of the Harrisburg Bridge. See Ex. 11, quoted in Appellant's brief at p. 27. The pictorial standard the contract refers to shows blasted steel surfaces with no paint on them. Ex. 5. Thus, the crucial question: was the bridge's steel surface permitted to have any paint residues remaining after the blast? Plaintiff, relying on trade custom, and supported by the first standard the contract refers to, said that tight paint residues were permitted. The contract was so ambiguous the State's own inspectors disagreed on its meaning. Mr. Brumbaugh used the pictorial standard, and allowed no paint residues.[4] Mr. Bangert said residue could remain.

---

[4] Plaintiff's witnesses testified that Mr. Brumbaugh would not permit any paint residues. Tr. 258-59, 464. The jury was entitled to believe that testimony. Mr. Brumbaugh's own account was that he required the bridge's surface to look like the pictures. Tr. 571. Defendant's inspector, Mr. Bangert, testified that the pictures were not meant to exclude traces of paint covering one-third of the surface. Tr. 641, 670.

check Tr

Tr. 641. Plaintiff's interpretation of the contract's sandblast specification was clearly plausible. Indeed, though it is unnecessary to so hold, plaintiff's interpretation was more than plausible: it was correct.

B. Paint Specifications

The contract required a paint coating consisting of 5 coats of paint, three 1 1/2 mil primer coats, and two 1 1/2 mil finish coats. The contract clearly differentiates between inspection and measurements. Each coat was to be inspected before the succeeding coat was applied. The contract then provides that "paint film thickness will be inspected and measured for conformance to the requirements of the specifications." Ex. 1 at 23. The contract never states when paint thickness shall be measured. It was with respect to when the measurements should occur that Mr. Brumbaugh and plaintiff differed.

Minimums

There was evidence that it was virtually impossible to meet the 1 1/2 mil requirement if precise measurements were made after each coat. Tr. 1167. Plaintiff was familiar with the practice of the industry, which relies on visual inspections of each coat. Tr. 268, 283-84. An inspector can judge visually the adequacy of a coat of paint by determining whether the most recent coat has covered completely the prior coat, which is of a different shade. Tr. 268. Plaintiff understood the contract's inspection requirement to be consistent with this type of inspection, and that a uniform coating of about 4.5 mils of prime and

Tr review

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3.0 mils of finish was desired. Tr. 282. Employees within the State's bridge painting department agreed that Sunset's interpretation was a perfectly satisfactory system of inspection. Tr. 1043. Insistence on exacting measurements to insure perfect uniformity for each coat is both pointless and obstructive. As long as the aggregate thickness of the three prime coats is at least 4.5 mils everywhere on the bridge and the combined coats of the two finish coats is at least 3.0 mils everywhere, the bridge has the desired protection. Each succeeding coat corrects omissions in the former, and the aggregates can be tested rigorously. Tr. 1155.

1/1000 th inch

Not allowed to testify

Ex memo

The State did not mention at the preconstruction meeting that it intended to adopt a different system of inspection. Tr. 447. By failing to clarify this ambiguous provision, the contract left itself open to different, plausible interpretations.

2. There Was Substantial Evidence to Support the Jury's Interpretation of the Contract.

The contract's sandblast and paint inspection requirements were ambiguous. It was therefore the jury's responsibility to determine the parties' intent. If there is any substantial evidence for the jury's conclusion, the verdict must be affirmed.

A. The Jury's Interpretation of the Contract Was Consistent With Trade Custom and Usage.

(1) Evidence of Trade Custom and Usage.

The contract was susceptible of more than one plausible meaning. Sunset's evidence showed that its interpretation was consistent with trade usage, and the State's interpretation was not.

Evidence regarding trade custom and usage supported Sunset's interpretation of the ambiguous terms. There is no question in the trade that a commercial blast permits some paint residues to remain (see Tr. 587), and that much of the blast work on this bridge was beyond specifications. Tr. 647. With respect to paint inspection practices, Sunset's extensive experience (see Tr. 243) was consistent with two instrumental measurements, not five. Tr. 268-69, 283-84, 404-405. Mr. Erickson, secretary of the Painting and Decorating Contractors of America, Portland Chapter and Oregon Council, supported that interpretation. Tr. 1155-59.

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Trade usage was also compellingly established by the extraordinary history of this project. Because of the parties' sharp differences, defendant decided to terminate its contract with Sunset and let a new contract to someone else. On December 13, 1979, the State held a prebid conference to explain to potential bidders defendant's controversial interpretation of the contract specifications. Tr. 836. After that meeting, the secretary of the Portland

Sunset
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Chapter and Oregon Council of the Painting and Decorating Contractors of America sent a telegram to the State saying:

> "We of the Painting and Decorating Contractors of American, Portland Chapter, and other interested parties who were at the prebid conference at Harrisburg on December 13, 1979, find a serious conflict between the written specifications and the attending state personnel interpretations. In order to prepare an accurate cost estimate for this project, the apparent conflicts must be resolved. We respectfully request a meeting with the appropriate state people to resolve the ambiguities in the above specifications. Time is obviously of the essence. Painting and Decorating Contractors of America, Portland Chapter, and Oregon Council. L. G. Erickson, Chapter Secretary." Tr. 747.

Sunset was a Washington company and not a member of this group.

A meeting was held as requested. Both Mr. Brumbaugh's sandblasting requirements and his paint inspection methods were challenged, as Mr. Martin, the State Engineer, records in his minutes of that meeting:

> "The use of Sa 2 pictorial as an indication of afterblast surface condition was challenged as no paint residue is shown in the sample, yet the commercial blast spec does allow some paint to remain. Bangert pointed out that the pictorial was only a visual aid, further that with this type of structure, some overblast can be avoided. Cornett was adamant that if the blast was to remove all paint, the specs should say so and forget the picture.
>
> * * * * *
>
> "H. Cornett inquired whether the 1 1/2 unit per coat was going to be enforced. Martin said, yes, whereupon

> Cornett and C. Savage criticized the method of measurement as being unfair; dishonest and wasteful, and said the specs couldn't be met as the total thickness would be 12 to 20 mils and the specs ought to warn the contractor such would be the result." Tr. 845-846.

aware of what specs meant

As Mr. Erickson put it, "no painter on a structure like that can hit exactly 1 1/2 mils." Tr. 1167. Mr. Brumbaugh was requiring the impossible. The contractors' consensus was consistent with Sunset's interpretation of the specifications, not the State's. Tr. 1155-1156. After the contractors' meeting the State agreed to change its contracts for future projects, and to adopt the approach asserted by Sunset in this appeal. Tr. 1155.

over objection

Prejudicial

(2) The State's Actual or Constructive Knowledge of Trade Custom and Usage.

The State argues that Sunset had the burden of proving that the State actually knew of the trade usage, and "that the parties, in fact, contracted with reference to [it]." Appellant's brief at 21. This is false.

The jury is the judge of trade custom or usage. Andrews Equipment Service v. Heintz Construction, 241 Or 28, 29, 403 P2d 774 (1965); Employers Mut. Liab. Ins. Co. of Wis. v. Zurich Ins. Co., 92 Wash2d 568, 409 P2d 165 (1965). Sunset's burden was to show: (1) That the State had actual or constructive knowledge of trade custom or usage, and (2) that the trade custom or usage is consistent with the contract. Montgomery v. United States Nat. Bank of Portland, 220 Or 553, 565, 349 P2d 464 (1960). Once trade custom or

Check out

Delivery of Turkeys — No Price in [illegible] Sale or bailment / [illegible]

Ray B
1. Substantial evidence CdU
2. No Contract coverage

usage is shown, that custom or usage enters into and forms a part of the contract unless the parties expressly agree to the contrary. Id., 349 P2d at 470.

The State had actual knowledge that commercial blast standards, including the standards referred to in this contract, permit paint residues. Mr. Brumbaugh himself now admits this. Tr. 587. Mr. Bangert, the State's regional inspector, agreed. Tr. 647. That interpretation is consistent with the contract. The commercial blast cleaning specification to which the contract refers specifically mentions "tight residues of paint or coating that may remain." SSPC-SP 6-63, Ex. 1 at 18. See also Tr. 730. There is no evidence that the parties expressly agreed to the contrary.

Switch to Paint residue

Paint

There was substantial evidence that the State knew or should have known of the trade usage regarding paint inspection and measurement. Mr. Bangert as a State inspector had dealt with painting contractors in countless projects similar to this one. Tr. 627-29. Mr. Davis, who wrote the specifications in the instant contract, had long experience with bridge painting projects. Tr. 694-95. The State quickly accepted this trade custom for all future jobs. One who deals regularly with members of a trade may be charged with notice of trade customs and usages. See Hellbusch v. Rheinholdt, 275 Or 307, 550 P2d 1199, 1202, (1976). The jury could properly conclude that the State had reason to know of these customs and usages even though

Wrong

applicable?

oral contract —
Cost Plus —
oral K fixed Price — Oral K cost Plus —
Contract bid —

NO SPECS

BOOTSTRAP —
Diminimus —
NO TOST gen custom

Mr. Brumbaugh might not. The contract has no express agreement not to follow trade custom in this respect.

The cases cited by the State are not to be contrary. *George v. School District No. 8R*, 70 Or App 183, 490 P2d 1009 (1971), *Pacific Horizon v. Wilson*, 249 Or 591, 439 P2d 874 (1968), and *Green Mountain Log Co. v. Columbia & N. R. R.*, 141 Or 188, 16 P2d 1106 (1931), impose on plaintiff the burden of showing only that defendant knew or should have known of trade usage. Sunset need not show actual knowledge; reason to know is sufficient. *Hellbusch v. Rheinholdt*, *supra*, 550 P2d 1202.

The State cites *Bernard v. First National Bank of Oregon*, 275 Or 145, 550 P2d 1205 (1976) for the proposition that the parties must actually contract with reference to trade custom. The reverse is true. Once trade custom is shown, it enters into and forms a part of the contract unless the parties expressly agree to the contrary. *Montgomery v. United States National Bank*, *supra*, 220 Or 565, 349 P2d 470. *Bernard* merely holds that regardless of whether a trade custom or usage is established, evidence of a technical or local meaning may be introduced to show the parties' intent. If the proof shows the parties used their words in that way, the language will be given that meaning. 275 Or at 155-56, 550 P2d 1210. Here, in contrast, trade usage was shown, and the parties are assumed to have used their words in accordance with it.

B. Documentary Evidence of Trade Custom Was Properly Admitted.

The State argues that the admission into evidence of the telegram (quoted at p. 14, *supra*), and of a memorandum prepared by Mr. Martin (defendant's employee) of the contractors' meeting, was error because: (1) they were hearsay; (2) they varied the terms of the contract; (3) they were irrelevant, third-party interpretations of the contract. Appellant's Brief at 26. These arguments have no substance.

The State's hearsay objections to the telegram and the memorandum, for which no authorities are cited, are specious. The author of the telegram, Mr. Erickson, was a witness at trial, verified the telegram, and was cross-examined. Tr. 1151. The memorandum's contents are not hearsay because they were not offered for the truth of the matters they assert. See *Davis v. Georgia Pacific Corporation*, 251 Or 239, 445 P2d 481, 484-85 (1968); *Snyder v. Rhoads*, 47 Or App 545, 615 P2d 1058, 1062 (1980); *Sheedy v. Stall*, 255 Or 594, 468 P2d 529 (1970). Rather, the memorandum was offered as evidence of trade custom and usage, and to show that plaintiff's interpretation was supported by that usage.

NOT True

look at offer per telegram in Tr —

Even if the memorandum contained hearsay, it would be admissible as a business record. See former ORS 41.690; Or R Evid 803(6). Indeed, the memorandum must be deemed especially reliable because it was a regular business record prepared by the State's own employee, Mr. Martin.

NO evidence business record

Tr. 836. If the memorandum were colored by the possibility of litigation, it might be expected to favor the State's position, but certainly not Sunset's. Moreover, Mr. Martin was called at trial, and was examined with respect to the memorandum. Tr. 842. The trial court has a "large measure of discretion" in determining the reliability of business records, *Davison v. Parker*, 50 Or App 129, 622 P2d 1113, 1116 (1981), and may be reversed only for an abuse of discretion. *Stanfield v. Laccoarce*, 284 Or 651, 588 P2d 1271, 1279 (1978). Whether the memorandum contained statements of opinion by out-of-court declarants was merely one factor for the court to consider. *Stanfield v. Laccoarce*, *supra*; *Whitaker v. Fair Dismissal Appeals Board*, 25 Or App 569, 550 P2d 455, 456 (1976). It cannot be said that the trial judge abused his discretion in admitting the memorandum.

review this

The memorandum was relevant to trade custom and usage, an important issue in this case. Rather than being irrelevant evidence of the opinions of third parties, the contractors' meeting is important evidence of the meaning of the terms the parties used. See *George v. School District No. 8R*, *supra*, 7 Or App 190, 490 P2d 1012; *Montgomery v. United States Nat. Bank*, *supra*, 220 Or 553, 349 P2d 464, 470.

C. The Court Properly Admitted a Copy of "Painting and Decorating Contractors of America, Estimating Costs."

"Painting and Decorating Contractors of America, Estimating Costs" was admitted in evidence because plaintiff relied on it in part in preparing its bid. Tr. 262-65. As trial counsel put it:

> "*** [T]his is what he relied upon in preparing his bid. If they want to say he should not have relied upon this in preparing his bid, we're not going to say he's right or wrong." Tr. 265.

Thus, the publication was not offered for the truth of the matters it asserted, but only to establish that Sunset's bid was based on rational cost assumptions. Accordingly, it was not hearsay.

NO auth admissible This Purpose

Even assuming that the publication was hearsay, any error would be harmless. See McClenny v. State Indus. Acc. Comm., 226 Or 383, 388 P2d 117 (1963); State Highway Comm. v. Carmel Est. Inc., 15 Or App 41, 514 P2d 1124 (1973). The publication's "commercial blast" definition to which the State objects is in substance the same as that contained in the contract: it requires the removal of "almost all old paint." The instant contract requires removal of "all *** old paint *** except *** tight residues of paint." Whether the industry definition is any less stringent than the contract definition is unclear at best. Arguably, the industry definition is more stringent.[5] But in any case the difference could not prejudice the State's case. Under either definition, some paint residues

ignores harmfull Part pets' argument

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[5] The instant contract "inadvertently" contained a term that permits "old paint" that does not lift "after the first application." Tr. 730. This is less than a commercial blast. Tr 730-31.

are permitted. The jury was entitled to believe that Mr. Brumbaugh refused to permit any paint residues, and therefore applied the contract unreasonably and arbitrarily.

3. The Jury Was Properly Instructed Regarding Rules of Contract Interpretation.

The State suggests that established rules of contract interpretation should not have been applied in this case. It suggests that construing ambiguity against the drafter amounts to "a directed verdict in favor of the contractor every time there is an ambiguity." Appellant's brief at 34. The State also maintains that instructing the jury to adopt an interpretation that is reasonable in the circumstances "is an invitation to the jury to rewrite the contract from hindsight." Id.

The purpose of interpreting a contract is to determine the parties' intent. So-called "primary" rules of interpretation are often essential in determining intent. The rule requiring contract terms to be interpreted in accordance with trade usage is a primary rule. See Hurst v. Lake & Co., Inc., 141 Or 306, 16 P2d 627, 628 (1932); 4 Williston, Contracts, supra, § 618, at 707. Even after applying primary rules of interpretation, the contract's meaning may remain uncertain. In that event, a variety of "secondary" rules of interpretation are useful. See 4 Williston, Contracts, supra, § 619, at 730-31.

? check

One secondary rule requires ambiguities in contracts to be resolved against the drafter. Meskimen v.

Larry Angell Salvage Co., 286 Or 87, 592 P2d 1014 (1979); *Quillin v. Peloquin*, 237 Or 343, 391 P2d 603 (1964). This merely recognizes the fact that the drafter, the defendant here, is in a position to avoid ambiguities, and should bear the burden if he fails to do so. Accordingly, when a drafter uses language that lends itself to a certain meaning, and the other party actually and reasonably uses that meaning, the court should give effect to that construction. This rule applies particularly to government contracts. See *Peter Kiewit & Sons' Company v. United States*, 109 Ct Cl 390, 418 (1947); *Framlau Corporation*, 61-2 Bd. of Contract App. Dec. ¶ 3116, p. 16, 195 (Interior Board of Contract Appeals No. 228, 1961); Patterson, "The Interpretation and Construction of Contracts," 64 *Colum L Rev* 833, 863 (1964).

check these

Similarly, an interpretation is preferred that renders performance of an agreement possible or reasonable, as opposed to one that renders performance impossible or unreasonable. *Godlove v. Russell*, 134 Or 445, 193 P 936 (1930). Where one interpretation is such that a prudent person would not normally contract under such circumstances, and another interpretation would render the contract reasonable, the latter interpretation applies. *Elte, Inc. v. S. S. Mullen, Inc.*, 469 F2d 1127, 1131 (9th Cir 1972) (appeal from D Or).

has to be ambiguous first

The unreasonableness of Mr. Brumbaugh's interpretation was illustrated most vividly by a comparison between anticipated and actual expenses for the project. Defendant initially estimated that the entire project would cost $149,000. Tr. 373. When the work was completed in compliance with Mr. Brumbaugh's exacting standards, the cost was at least $349,000.[6] A discrepancy of such enormous proportions cannot be dismissed lightly.

The State's rhetorical assertions that these rules amount to a "directed verdict" or a rewriting of the contract are therefore specious. To the contrary, these rules help the jury to understand the contract's terms. The jury was entitled to find that the State's interpretation of the contract varied from the parties' intentions.

The State's cases do not support its argument. Neither Savage v. Peter Kiewit Sons' Co., 249 Or 147, 432 P2d 519, 437 P2d 489 (1968), nor Schafer v. Sunset Packing Company, 256 Or 539, 474 P2d 529 (1970) involved interpretation of an ambiguous contract term. Both concerned the question whether unforeseen difficulties rendered performance impossible. Nor, in contrast to Suitter v. Thompson, 225 Or 614, 358 P2d 267 (1961), is there any question here whether either party was entitled to a modification of the contract. The issue here is contract interpretation, not contract modification.

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[6] This figure is a bare-bones minimum, and assumes the accuracy of defendant's evidence that its own cost of completing half of the work was over $201,000. Tr. 1098. The jury was entitled to believe plaintiff's evidence that defendant's costs were much higher. See Tr. 1109-10.

Finally, the State apparently contends that the challenged instructions were rendered defective because the court admitted evidence of the difficulty Sunset experienced in obtaining loans to continue the project after the funds advanced by the State were exhausted. Appellant's brief, at 35-36. The short answer is that the State did not make this objection to the trial court, and cannot raise it for the first time on appeal.[7] *Groce v. Fidelity General Ins. Co.*, 252 Or 296, 448 P2d 554, 559 (1968); *Simpson v. Sisters of Charity of Providence in Oregon*, 284 Or 547, 588 P2d 4 (1978). But even if the point had been properly preserved, it is specious. The trial court did not instruct the jury "to make Sunset economically whole." Appellant's brief at 36. The State's suggestion to this effect is purely rhetorical.

4. The Court Properly Instructed the Jury That the State's Commercial Sandblast Specification Was in the Nature of a Warranty. (Assignment No. 15.)

This question is controlled by *A. H. Barbour & Son, Inc. v. State Highway Commission*, 248 Or 247, 433 P2d 817 (1967). In *Barbour*, as here, the State's bridge-painting contract required a commercial sandblast in accordance with a "Steel-Structures Painting Council Surface Preparation

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[7] The State's only objection below was on the ground of relevance. Tr. 300, 389, 391. The evidence was relevant to the materiality of defendant's breach of the contract, and consequential damages. *Id.* This is probably not true —

Specification." 433 P2d 818. There, as here, the specification required the removal of all dead or loose paint, but not all paint. There, as here, commercial blasting proved inadequate for the result the defendant wanted. Just as in this case, the State argued that the contractor must bear the expense of extra blasting, because the contract (1) required plaintiff to examine the bridge before submitting a bid; (2) required plaintiff to remove "all rust"; and (3) provided that plaintiff would bear the burden of unanticipated costs. 433 P2d 821. Though the State has altered the language somewhat for this appeal, its argument that this contract employed an "end product" specification (as opposed to a "process" specification) is identical to the argument it raised in Barbour, where it was squarely rejected. The State specified a commercial blast. Due to unforeseen circumstances, a commercial blast was inadequate. The State must assume responsibility for the consequences. Another way to say this is, as the court instructed the jury in this case, the commercial blast specification was

argument
wrong
straighten out

> "*** in the nature of a warranty that, if it is 'complied with, satisfactory performance will result.'" 433 P2d 822.

This proposition "has become well settled in practically every American jurisdiction in which the matter has been involved." Annot, 6 ALR3d 1394, 1397 (1966).

The State offers no persuasive reason to distinguish Barbour. The commercial blast specification quoted in the Barbour opinion[8] is substantially similar to the specification involved here. If Sunset employed "the commercial blast" required by the contract and the State was dissatisfied, the State must take responsibility for the further blasting. There is substantial evidence in the record that this is precisely what happened. In this setting, the jury correctly concluded that the extra blasting cost was the State's responsibility.

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[8] The specification quoted on pages 38-39 of the State's brief is not mentioned in the Barbour opinion. The opinion states:

> "The contract contained this provision:
>
> 'All metal surfaces shall be cleaned and conditioned by sand blasting. The cleaning shall be done in accordance with "Steel-Structures Painting Council Surface Preparation No. 6, Commercial Sand Blasting." The contractor need not remove all paint but shall remove all rust, mill scale, dead or loose paint, no matter how small the areas, and any other matter that might be detrimental to the new paint coat. The cleaned areas need not be brought to a uniform color provided detrimental material is removed. The maximum size of the sand shall not be larger than that passing a 16-mesh screen, U. S. sieve series.'
>
> "The document referred to in the provision quoted defines commercial blast cleaning as follows:
>
> 'Commercial Blast Cleaning is a method of preparing metal surfaces for painting by removing mill scale, rust, rust-scale, paint or foreign matter by

5. The Jury Was Correctly Instructed Regarding Damages.

The State challenges the court's jury instructions on Sunset's alternative theory of damages,[9] raising two grounds: First, the State argues that the instruction permits the jury to award damages without finding first that the State materially breached the contract. Second, the State contends that the instruction "directed the jury to bring in a verdict for a specific amount." Appellant's brief at 42. Neither argument has substance.

It is clear that the jury was instructed that it must find the State breached the contract before the State would be liable for damages. The court instructed the jury that the contract contained an implied covenant that the State would not interfere with Sunset's performance of the contract. Tr. 1433, lines 15-18. See Northwest Clackamas C. E. Co-op v. Continental Gas. Co., 221 F2d 329 (9th Cir 1955) (appeal from D Or); Feldshau v. Clatsop County, 117 Or 482,

---

use of abrasives propelled through nozzles or by centrifugal wheels, to the degree hereafter specified.'" 433 P2d 818.

[9] Sunset asserted two theories for recovery. First, if the State required work that was radically different from that required by the contract, the contract was cancelled, and Sunset should be awarded damages in quantum meruit. Alternatively, if the contract was not cancelled, but the State breached its duty to refrain from interfering with Sunset's performance, then Sunset was excused from further performance. In that event, the State is liable for the increased costs caused by its interference. The State's challenge is to the damages instruction for the latter theory only.

244 P 528 (1926); Public Market Co. v. Portland, 171 Or 522, 130 P2d 624, 650, 138 P2d 916 (1943); Shore Bridge Corporation v. State, 186 Misc 1005, 61 NYS2d 32 (1946). The court also instructed the jury that if the State imposed requirements that substantially deviated from the contract, it breached this implied covenant. Tr. 1430, lines 5-12. The challenged instruction itself requires the jury to determine whether a breach has occurred before assessing damages Tr. 1440, lines 20-21. Moreover, the jury is told that if it accepts Sunset's alternative theory, and the State has "caused the work to be done by Sunset Coatings to be more expensive than it would otherwise have been, according to the terms of the original contract," damages must be awarded. Tr. 1440.

Instructions must be considered as a whole. Hansen v. Bussman, 274 Or 757, 549 P2d 1265 (1976). Even if an instruction would be erroneous if read in isolation, there is no error if the instructions as a whole charged the jury correctly. Klebaum v. Mitchell, 246 Or 196, 424 P2d 219 (1967). In the context of the instructions as a whole, the requirement of a breach is very plainly stated.

The State's second argument is based on a misreading of the instruction. The instruction tells the jury that "if you find such a breach cost was $147,000.56 less $58,425 paid" plus lost profit, then "you may award more than the sum" up to $110,000.25." Tr. 1440, lines 20-24 (emphasis added). Thus, the jury was apprised that it had to determine what extra costs were caused by the State's conduct. The instruction provides specific figures because, as the State points out, the parties stipulated to the amount (though not the reasonableness) expended by each party in accomplishing the work. The jury was not directed to accept those figures, but to judge them.

CONCLUSION

The State apparently contends the Court's most significant error was in finding the contract ambiguous. However, both the blasting and the painting provisions clearly were ambiguous and those ambiguities led directly to the cost overruns. The other alleged errors concerning admissibility of documents were within the Court's discretion and the author was usually available for cross-examination. There was certainly no error harmful enough to warrant the overturning of a unanimous jury verdict for Sunset's prayer after a two-and-one-half week trial.

Dated this 17th day of March, 1982.

Respectfully submitted,

John M. Volkman

Richard A. Hayden, Jr.
John M. Volkman
Of Attorneys for Plaintiff

STOEL, RIVES, BOLEY, FRASER
AND WYSE
900 SW Fifth Avenue
Portland, Oregon 97204
Telephone: (503) 224-3380

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing RESPONDENT SUNSET COATING'S ANSWERING BRIEF on:

DAVE FROHNMAYER
Attorney General
STANTON F. LONG
Deputy Attorney General
WILLIAM F. GARY
Solicitor General
LESLIE B. HAMPTON
Assistant Attorney General
100 State Office Building
Salem, OR 97310

Attorneys for Defendants-Appellants

JOHN SPENCER STEWART
610 SW Alder Street, Suite 800
Portland, OR 97205

Attorney for Third-Party Defendant-Respondent

by mailing to each two correct copies thereof. I further certify that said copies were placed in sealed envelopes, addressed to the respective attorneys at the above addresses, which are the regular office addresses of each; said sealed envelopes were then deposited in the United States Post Office at Portland, Oregon on the ~~11th~~ 12th day of March, 1982, with the postage thereon fully paid.

JOHN M. VOLKMAN

John M. Volkman, Of Attorneys
for Plaintiff-Respondent

887

DAVE FROHNMAYER
ATTORNEY GENERAL

STATE OF OREGON
1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

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April 16, 1981

#8871

O. B. Jackmond
Contract Administration Engineer
504 Executive House
325-13th Street
Salem, OR

Re: Sunset Coatings Co. Inc. v. State of Oregon
Case No. A7912-05814 (L-7787)

Dear Bryant,

I forward herewith a copy of a letter from the attorney for American Fidelity Fire Insurance Company, Sunset Coatings Co. Inc.'s bonding company, in the above-mentioned case. We are put on notice not to make payment of any kind to the contractor without prior notice and approval of the bonding company.

As you know, we have filed our notice of appeal. I would assume that it will be eight or ten months or more before the appeal is resolved. In any event, this information should be in the file so that it is not overlooked when and if we are obligated to make payment to the contractor. Hopefully, the judgment in this case will be reversed and we will ultimately prevail on retrial.

Sincerely,

Les Hampton
Leslie B. Hampton
Assistant Chief Trial Counsel

cc: C. O. Fredrickson
Region Engineer
205 East Salem Highway Bldg.
2960 East State Street
Salem, OR 97310

noted on contract card

4-24-81
Copies to:
~~Bob Gorman~~
Don Peterson
Bob Church

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL

LEO LEVENSON
OF COUNSEL

April 13, 1981

CERTIFIED MAIL - RETURN RECEIPT
REQUESTED

Mr. Leslie B. Hampton
Asst. Attorney General
State of Oregon
Dept. of Justice
State Office Bldg.
Salem, OR 97310

Re: Sunset Coatings Co., Inc.
v. State of Oregon
- Case No. A7912-05814

Dear Les:

As you know, we represent American Fidelity Fire Insurance Company in connection with this matter.

As you also know, two payment bond claims were asserted against the bond posted in connection with the referenced project and American Fidelity Fire Insurance Company is liable for and will be paying within the next ten days, claims asserted by Rodda Paint Co. and LaGrand Industrial Supply Co. These claims in aggregate, are in the approximate amount of $25,000.00.

Moreover, we, of course, expended substantial attorney fees in connection with the defense of the third party Complaint filed by the State of Oregon in this matter through trial.

I wish to advise you that the State of Oregon should not by settlement or otherwise, make any payments to Sunset Coatings Co., Inc., Mr. and Mrs. Cook, or any other party without our prior written approval.

Our client, appropriately, and in accordance with the Agreement of Indemnity, and in accordance with its common law rights of subrogation, claims and is entitled to a first priority interest in any such proceeds to pay the claims asserted against the bond by Rodda Paint and LaGrand, as well as for our attorney's fees prior to the payment of any other claims and prior to the transmittal of such funds to Sunset Coatings Co., Inc., its attorneys or the Seattle First National Bank, or any ther claimant.

I trust that you will keep me advised with respect to this matter.

Thank you.

Very truly yours,
KOBIN & MEYER, P.C.

John Spencer Stewart

cc: Mr. Rick A. Hayden, Jr.

8871

CON 5
Contract #8871

Gerald Wimer
Region Construction Engineer
Region 2

August 11, 1980

Robert W. Gormsen
Commission Services

Contract No. 8871
Willamette River (Harrisburg) Bridge
Albany-Junction City Highway
Lane and Linn Counties

This is in response to your memo of July 30 concerning Contract No. 8871 pertaining to records and files under my supervision relative to this project.

The original signed contract and original proposal are on file in Commission Services, Room 121, and we will be happy to furnish you a certified copy if necessary.

All our correspondence concerning this contract are filed in General Files under the supervision of Gayla Cavaliere. As we discussed, I have furnished her a copy of your letter so she can comply with your request.

Concerning your request for charges on this particular contract, we do not charge our time to any specific prefix for handling of contracts. Our office handles the prequalification of the contractors, Notice to Contractors, Tabulation of Bids, Bid Openings and the contracts. (The publishing of the Notice to Contractors in two papers is charged to Prefix 3004-900.)

RWG:dmc

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 22-4219

INTER-OFFICE CORRESPONDENCE

July 30, 1980

Salem, Oregon

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Litigation In Progress
Willamette (Harrisburg) Br.
Albany-Jct. City Hwy
Contract No. 8871

TO:		
	Robert Gormson	Walt Hart
	Les Hampton	Jack Sullivan
	D. H. Moehring	C. O. Fredrickson
	C. T. Keasey	Fred Lucht III
	Robert Schroeder	Jack Martin

gayla

Sunset Coatings Company Inc., contractor on the subject project, ceased performance of that project approximately 1 year ago. Subsequently the firm instituted legal proceedings against the State. The State contemplates a counter-suit. Please locate all records and files currently under your supervision relative to this project. If possible, consolidate them at one location. Have them indexed and cataloged with a copy made available to this office in the very near future.

Contract Proposal

We may need to review these files and records on short notice and/or secure copies from you. For sure, retain these records and files until all litigation is completed and further notice is given.

We need one further set of information; That is your charges to date and estimated charges for the future. If convenient, please break your charges to date into those prior to award; between award and the November 5, 1979, contract termination; from the contract termination date to the rebid rejection date April 7, 1980; from the rebid rejection to the start of work by State forces on May 29, 1980; and from the start of the work by State forces to the current date.

Thank you in advance for your efforts.

GW/rgb

cc to Gayla Cavaliere
for contract
correspondence
files

Fran -
Please handle,

RECEIVED
1
COMMIS[illegible]VICES
DEPARTMENT OF TRANSPORTATION

8871

CON 5
#8871

November 20, 1979

Rodda Paint Co.
6932 S. W. Macadam Avenue
Portland, OR 97219

Attention: Ruth M. Laines
Credit Manager

Re: Sunset Coatings Co.
Contract No. 8871
Willamette River (Harrisburg) Bridge

Gentlemen:

This will acknowledge receipt of your recent letter advising us that you have not yet received your money from Sunset Coatings Company in connection with the above contract.

Our records indicate that your claim for paint and materials in the amount of $9,894.83 was filed with the Secretary of State on September 19, 1979. We notified Sunset Coatings Inc., and their surety, American Fidelity Fire Insurance Company, that your claim was filed with this Department and the Secretary of State.

Attached are excerpts from the Oregon Revised Statutes relating to public contracts. Action by claimant on contractor's bond is outlined under ORS 279.536 on page 3 of the excerpts.

The Department does not make payment of claims. The contract has been terminated by the Highway Division. You may wish to contact your attorney relative to collection.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:JS:rls
Attachment

bc: Jack Sollis

Rodda paint

Portland: 119th & Glisan, N.E.
7th & Taylor, S.E.
Macadam, S.W.
Beaverton: Hall Blvd.
Medford: Court Street

6932 S.W. Macadam Avenue • Portland, Oregon 97219 • (503) 244-7512

November 15, 1979

Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Attn: C.W. Head
Commission Services

Dear Sir:

Reference: Your letter October 1, 1979. Harrisburg Bridge.
Contract No. 8871., File No. 5382.

Since our claim was filed on September 18, 1979 and we have yet to receive money on the above project, I find it necessary to write again to inquire on the status of the claim.

Please forward any information relating to the above. Thank You.

Sincerely,

RODDA PAINT CO.

Ruth M Leines

Ruth M. Leines
Credit Manager

RML:sdp

cc: Sunset Coating Inc.
3106 York Rd.
Everett, Washington 98204

American Fidelity Fire Inc. Co.
c/o Surety Ins. Services Inc.
P.O. Box 21308
Seattle, Washington 98111

RECEIVED
NOV 16 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8871 2

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette River (Harrisburg) Bridge

WEEK ENDING: November 10, 1979

SECTION PREFIX: 22-4216

HIGHWAY: Albany-Junction City

COUNTY: Lane and Linn

NAME OF JOB: Willamette River (Harrisburg) Bridge

KIND OF WORK: Maintenance Painting

CONTRACTOR: Sunset Coatings Co., Inc.

CONTRACT NUMBER: 8871

FEDERAL AID PROJECT NUMBER:

DATE OF CONTRACT: January 29, 1979

DATE WORK STARTED: April 2, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS 100

WORK DAYS USED 95

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 95

PROJECT AUTHORIZATION: $ 141,598.06

EXCLUSIVE OF ENGINEERING: $ 130,370.02

ENGINEERING AUTHORIZATION $ 11,228.04

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 31

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 129,866.00

ENGINEERING COST TO DATE $ 17,216.68

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 27

ESTIMATED PERCENT: XXXXXX UNDERRUN . . . . 0.4 %

PERCENT OF AUTHORIZATION . . . . . . 153 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

RECEIVED
NOV 13 1979
CONSTRUCTION BRANCH

[illegible]
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
[illegible]
Widmer
Gebauer
Church

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 5	Cloudy	0		
TUESDAY 6				Contract terminated effective November 5, 1979
WEDNESDAY 7				
THURSDAY 8				
FRIDAY 9				
SATURDAY 10				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No contract work performed all week.

Contract terminated effective November 5, 1979.

Resident Engineer was required on an active construction project and was not available to sign this report.

SIGNED David L. Day LOCATION Albany
for J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8871

October 24, 1979

Certified

Sunset Coatings Company, Inc.
3106 York Road
Everett, WA 98204

American Fidelity Fire Insurance Co.
c/o Surety Insurance Services, Inc.
P. O. Box 21308
Seattle, WA 98111

Gentlemen:

Willamette River (Harrisburg) Bridge
Contract No. 8871

The Transportation Commission at its meeting on October 24, 1979, accepted my certification that sufficient cause exists to terminate your employment under this contract in accord with Section 108.11 of the contract provisions. Accordingly, you are hereby notified that your employment under this contract is terminated effective November 5, 1979.

This action is taken without prejudice to any other right or remedy available to the Transportation Commission relative to this contract.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

cc: Mr. Charles L. Kobin
Kobin & Meyer
Attorneys at Law
Suite 800
610 SW Alder Street
Portland, OR 97204

OBJ:jh

bc: F. B. Klaboe
C. W. Head
Jack Sollis
D. H. Moehring
C. T. Keasey
R. L. Schroeder
E. S. Hunter
Les Hampton
C. O. Fredrickson
Jack Martin
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction
DEPT.

378-6318
TELEPHONE

FILE: CON 5 #8871

TO: Memo to File

DATE: October 23, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Willamette River (Harrisburg) Bridge
Maintenance Painting
Contract No. 8871

On Monday, October 22, Mr. Charles Kobin, attorney for American Fidelity Fire Insurance Co. (surety on the above contract), advised me by telephone that the surety had decided not to undertake completion of this abandoned contract. Mr. Kobin further advised that the contractor's attorney, Mr. Norman Holly, had stated that the contractor had filed suit against the Department in respect to this contract. To my knowledge we have not received the complaint.

OBJ/db

cc: H. S. Coulter ✓
Jack Sollis
Les Hampton
C. O. Fredrickson

October 15, 1979

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Contract Termination
Willamette River (Harrisburg) Bridge
Contract No. 8871

Sunset Coatings Company, Inc., contractor on the above project, has violated the terms of this contract to the extent that it now becomes necessary to recommend termination in accordance with Section 108.11 of the contract provisions.

This contract in the amount of $124,756.00 was awarded on January 29, 1979 and provided for the maintenance painting of the Willamette River (Harrisburg) Bridge on the Albany-Junction City Highway. The contractor worked on this project from April 2 to July 20, at which time the contract work was approximately 50 percent complete. By letter dated July 18, the contractor's attorney claimed that the State was requiring work over and above contract requirements. The Highway Division's review, both internal and with the contractor and his attorney, does not substantiate the contractor's claim.

Subsequently, the contractor abandoned the contract and notified our Region Engineer by letter dated August 10 that "...Sunset Coatings Company, Inc., can no longer continue on the project..."

The Division has persistently and repeatedly corresponded with the contractor and his surety in an effort to secure fulfillment of the contract. Neither the contractor nor his surety have indicated a willingness to complete or assure completion of this contract. Therefore, in accordance with Section 108.11 of the contract provisions, I certify to you that sufficient cause exists to terminate the employment of Sunset Coatings Company, Inc., on this contract and recommend that such action be taken in accordance with said Section 108.11.

This maintenance bridge painting work needs to be completed and I request your authorization to do so by separate contract. Final settlement with Sunset Coatings Company, Inc., will be pursued in accordance with the present contract provisions.

In summary, I request your authority to terminate the Sunset Coatings Company, Inc., Contract No. 8871 and advertise for bids to complete the remaining work.

This matter will be on the October 24, 1979 meeting agenda for your consideration.

bc F. B. Klaboe
C. W. Head
L. W. Rulien
D. H. Moehring
Jack Sollis
C. T. Keasey
E. S. Hunter
R. L. Schroeder
Les Hampton
C. O. Fredrickson
Jack Martin
George Bell

OBJ:fr/ESH:ja

Oral

Request Commission approval to terminate Contract No. 8871, Harrisburg Bridge Maintenance Painting, as the contractor has quit work on the project and his surety has refused to complete the contract.

Letter to OTC to follow

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8871

TO: H. S. Coulter
State Highway Engineer

DATE: October 12, 1979

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

SUBJECT: Contract Termination
Willamette River (Harrisburg) Bridge
Contract No. 8871

Sunset Coatings Company, Inc., contractor on the subject project, has violated the terms of this contract to the extent that it now becomes necessary to recommend termination in accord with Section 108.11 of the contract provisions.

By letter of August 10, 1979, the contractor notified our Region Engineer that "--- Sunset Coatings Company, Inc. can no longer continue on the project." A copy of this letter is attached to this memo. The contractor has in fact abandoned his contract. No work has been performed by the contractor since July 20, 1979. The State has persistently and repeatedly corresponded with the contractor and his surety in an effort to secure fulfillment of the contract. (See attached letters dated August 15, August 24, September 27 and October 5, 1979.) The contractor has offered no response and it is apparent that he has in fact abandoned the contract. The contractor's surety has responded to our correspondence, but has indicated no willingness to complete or assure completion of the contract. (See attached letters from surety Attorney Kobin & Meyer dated August 20, September 6 and October 2, 1979.)

The work to be done under this contract is as follows:

1. Clean and paint all structural and miscellaneous steel.
2. Clean concrete surfaces and expansion joints on steel spans.
3. Performance of such additional and incidental work as is called for by the specifications and plans.

The contract amount for this work is $124,756.00. Contract work completed as of the contractor's last work on the project (July 20, 1979) was estimated to be slightly over 50 percent. Progress estimate payments in the amount of $58,925.69 have been made on this contract.

By letter dated July 18, the contractor's attorney claimed that the State was requiring work over and above contract requirements. The Highway Division's review, both internal and with the contractor and his attorney, does not substantiate the contractor's claim.

It is my recommendation that the present contract with Sunset Coatings Company, Inc., be terminated in accord with Section 108.11 of the Standard Specifications for this contract. Said Section 108.11 states in part ---

> "If the contractor should be adjudged a bankrupt, or if he should make a general assignment for the benefit of his creditors, or if he should persistently or repeatedly refuse to or fail to supply enough properly skilled workmen or proper materials for the efficient prosecution of the project --- or otherwise be guilty of a substantial violation of any provision of the contract, then the Commission, upon the certificate of the engineer that sufficient cause exists to justify such action, may, without prejudice to any other right or remedy and after giving the contractor and his surety 7 days written notice, terminate the employment of the contractor and take possession of the premises and of all materials, tools and appliances thereon as well as all other materials whether on the premises or not, on which the contractor has received partial payment under subsection 109.10, and finish the work by whatever method it may deem expedient."

The maintenance painting of this bridge needs to be completed. It is therefore further recommended that a contract be prepared, advertised and awarded for the completion of this work. The contract should provide for State Forces to perform a minor amount of work which, in its present stage, is not susceptible to competitive bidding.

Appropriate records will be maintained and we will look to the original contractor, Sunset Coatings Company, Inc., and his surety for any added costs to complete this work. Final settlement with Sunset Coatings Company, Inc., will be sought in accord with the provisions of Section 108.11 of the contract specifications which state in part:

> "In the event action as above indicated is taken by the Commission, the contractor, or his surety, shall provide the engineer with immediate and peaceful possession of all of the said materials, tools and appliances located on the premises, as well as all other materials whether on the premises or not, on which the contractor has received any partial payment under subsection 109.10. Further, the contractor shall not be entitled to receive any further payment until the work is completed. On completion of the work, determination shall be made by the engineer of the total amount the contractor would have been entitled to receive for the work, under the terms of the contract, had he himself completed the work. If the difference between said total amount and the sum of all amounts previously paid to the

> contractor, which difference will hereinafter be called the "unpaid balance", exceeds the expense incurred by the Commission in completing the work, including expense for additional managerial and administrative services, such excess will be paid to the contractor, with the consent of the surety. If, instead, the expense incurred by the Commission exceeds the unpaid balance, the amount of the excess shall be paid to the Commission by the contractor or his surety. The expense incurred by the State as herein provided, and the damage incurred through the contractor's default, shall be as determined and certified by the engineer."

A rough draft letter to the Transportation Commission is enclosed for your consideration.

CTK:OBJ:fr

Enc.

cc: Jack Sollis
Les Hampton
C. O. Fredrickson
Jack Martin

October 5, 1979

Mr. Charles L. Kobin
Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97204

Dear Mr. Kobin:

Harrisburg Bridge Maintenance Painting
American Fidelity Fire Insurance Company
Performance Bond No. 04-638-2726061
Contract No. 8871

In reply to your letter of October 2, you may have until October 19 to decide whether or not to complete the work to be done under this contract.

We must know by either letter or telephone call on that date of your decision; otherwise, we will assume that you have decided not to complete the work to be done under this contract and will request permission from the Transportation Commission to terminate it.

Sincerely,

H. S. Coulter
State Highway Engineer

bc Sunset Coatings Co., Inc.
American Fidelity Fire Insurance Co.
Jack L. Sollis
Leslie B. Hampton
C. T. Keasey
Bryant Jackmond

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
LEO LEVENSON
OF COUNSEL

STEVEN MARK LEVY
DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

October 2, 1979

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

RE: Harrisburg Bridge Maintenance Painting
American Fidelity Fire Insurance Company
Performance Bond No. 04-2726061
Contract No. 8871

Dear Mr. Coulter:

Thank you for your letter of September 27, 1979. We must reiterate the previous position taken by the bonding company, not only in the meeting, but in our previous correspondence to you.

Because of some previous commitments of Mr. Budd, he has not been able to get to the job site as we have anticipated with a painting contractor. He will be doing so most likely in the next week or ten days, hopefully. Because of this unexpected delay, it may be that your deadline of October 12 is not realistic.

We would like until at least October 20 within which to make a decision regarding the above paragraph. Be advised that we still believe it is the state's responsibility with respect mitigation and that the bonding company is reserving all of its right.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

10-3

cc: Mr. Jack Budd
Mr. Stan Haren
Ms. Deborah Wright

RECEIVED
STATE HWY ENGR
OCT 3'79
REFER TO
Sallis
FOR

Info	Inves	R/D	S/R	Sign	Act	File
		✓				

Sent
inf Sallis

8871

COM 5
#8871

October 1, 1979

Rodda Paint Co.
6932 S. W. Macadam Avenue
Portland, OR 97219

Attention: Ruth M. Leines
Credit Manager

RE: Contract No. 8871
Sunset Coatings Co., Inc.
Maintenance Painting of
Willamette River (Harrisburg) Bridge
Albany-Junction City Highway
Lane and Linn Counties

Gentlemen:

Thank you for your letter of September 25, 1979, with attached copy of your claim dated September 18, 1979, to the Secretary of State advising that Sunset Coatings Co., owes you $9,894.83 for paint and materials furnished in connection with the above project.

The Secretary of State's office notified us that your claim was filed in their office on September 19, 1979, and was assigned their File No. 5382.

Please advise this office when your claim has been satisfied.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Sunset Coatings Co., Inc.
3106 York Road
Everett, WA 98204

American Fidelity Fire Insurance Co.
% Surety Insurance Services, Inc.
P.O. Box 21308
Seattle, WA 98111

Jack Martin
Gerald Wimer

NOTED ON CARD
10-1-79

Rodda paint

Portland: 119th & Glisan, N.E.
7th & Taylor, S.E.
Macadam, S.W.
Beaverton: Hall Blvd.
Medford: Court Street

6932 S.W. Macadam Avenue • Portland, Oregon 97219 • (503) 244-7512

September 25, 1979

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: C. W. Head - Commission Services

Reference: Your Letter of 9/24/79 #8871

Dear Sir:

Thank you for the information provided in your letter concerning our claim against Sunset Coating.

Please note the attached and advise if other information is needed.

Sincerely,

RODDA PAINT CO.

Ruth M Leines

Ruth M. Leines
Credit Manager

RML:cjs
Enc.

NOTED
C. W. HEAD

RECEIVED
SEP 26 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rodda paint

Portland: 119th & Glisan, N.E.
7th & Taylor, S.E.
Macadam, S.W.
Beaverton: Hall Blvd.
Medford: Court Street

6932 S.W. Macadam Avenue • Portland, Oregon 97219 • (503) 244-7512

September 18, 1979

The Honorable Norma Paulus
Secretary of State of Oregon
State Capitol Building
Salem, Oregon 97310

Re: Oregon State Highway Dept. 22-4216
Willamette River Bridge
Contract No. 8871
Sunset Coating - Contractors

Dear Ms. Secretary:

Notice is hereby given that the undersigned, Rodda Paint Co., has a claim for paint and materials furnished in the sum of $9894.83 against the bond taken from the American Fidelity Fire Insurance Co., c/o Surety Insurance Service, Inc., P. O. Box 21308, Seattle, Washington 98111, for paint furnished on order of Sunset Coating, Contractor, on the above project.

Sincerely,

RODDA PAINT CO.

Ruth M. Leines
Credit Manager

RML:Cjs

cc: Mr. Jack Martin
Oregon State Highway Dept. 22-4216
3400 Spicer
Albany, Oregon 97321

American Fidelity Fire Insurance Co.
c/o Surety Insurance Services, Inc.
P. O. Box 21308
Seattle, Washington 98111

Sunset Coating
P. O. Box 1697
Lynwood, Washington 98036

File

File # 5382
Date filed 9/19/79
Sec. of State

RECEIVED
SEP 26 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 22-4216

INTER-OFFICE CORRESPONDENCE
September 25, 1979
Salem, Oregon

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: Cecil Head, Manager
COMMISSION SERVICES

SUBJECT: Rodda Paint Co. Claim
for Paint Materials
Willamette River Bridge
Albany-Junction City Hwy
Contract No. 8871

Resident Engineer Jack Martin by certified mail received the attached copy of a September 18th letter from Ruth M. Leines, Credit Manager, Rodda Paint Co. addressed to the Honorable Norma Paulus, Secretary of State, making a formal notice of claim for $9894.83 against Rodda Paint Co. for paint materials furnished for the subject project.

We previously furnished Rodda's notice of a claim against this project through channels to you. It lacked a specific dollar amount. If this particular letter needs further action on your part, please furnish copies of any correspondence both to the Bonding company, American Fidelity Fire Insurance Co., (Seattle office) and to their Portland attorney.

NOTED
C. W. HEAD

GW/rgl
cc: Bill Nessly
C. T. Keasey
J. M. Martin

RECEIVED
SEP 26 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rodda paint

Portland: 119th & Glisan, N.E.
7th & Taylor, S.E.
Macadam, S.W.
Beaverton: Hall Blvd.
Medford: Court Street

6932 S.W. Macadam Avenue • Portland, Oregon 97219 • (503) 244-7512

September 18, 1979

The Honorable Norma Paulus
Secretary of State of Oregon
State Capitol Building
Salem, Oregon 97310

Re: Oregon State Highway Dept. 22-4216
Willamette River Bridge
Contract No. 8871
Sunset Coating - Contractors

Dear Ms. Secretary:

Notice is hereby given that the undersigned, Rodda Paint Co., has a claim for paint and materials furnished in the sum of $9894.83 against the bond taken from the American Fidelity Fire Insurance Co., c/o Surety Insurance Service, Inc., P. O. Box 21308, Seattle, Washington 98111, for paint furnished on order of Sunset Coating, Contractor, on the above project.

Sincerely,

RODDA PAINT CO.

Ruth M Leines

Ruth M. Leines
Credit Manager

RML:Cjs

cc: Mr. Jack Martin
Oregon State Highway Dept. 22-4216
3400 Spicer
Albany, Oregon 97321

American Fidelity Fire Insurance Co.
c/o Surety Insurance Services, Inc.
P. O. Box 21308
Seattle, Washington 98111

Sunset Coating
P. O. Box 1697
Lynnwood, Washington 98036

RECEIVED
SEP 26 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 19 1979
J.M. MARTIN, Res. Engr.
☒ RE ☐ AR ☐ OE ☐ CI ☐ IN

5386 28871

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
OCT 1 1979
CON 5
#88
NORMA PAULUS
SECRETARY OF STATE

October 1, 1979

IN REPLY REFER TO
FILE NO.:

Mr. Fred B. Miller
Attorney at Law
705 Standard Plaza
Portland, OR 97204

FILED
OCT 1 1979
NORMA PAULUS
SECRETARY OF STATE

11-3-79
[illegible]

Dear Mr. Miller:

This will acknowledge receipt of your letter of September 26, 1979, with attached Notice of Claim on behalf of LaGrand Industrial Supply Company indicating that Sunset Coatings Company, Inc., owes them for materials in the amount of $10,125.74.

The Notice of Claim states this is in connection with the Sunset Coatings Company, Inc., Contract No. 8871 for maintenance painting of the Willamette River (Harrisburg) Bridge in Lane and Linn Counties.

The American Fidelity Fire Insurance Company furnished the bond on this contract. We will notify the surety and the prime contractor of the receipt of this claim and we will also file it with the Secretary of State.

Please advise this office when your client's claim has been satisfied.

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
OCT 3 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

cc Sunset Coatings Co., Inc.
3106 York Road
Everett, WA 98204

American Fidelity Fire Insurance Co.
% Surety Insurance Services, Inc.
P. O. Box 21303
Seattle, WA 98111

Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

BROWN, HANSEN & STEENSON
ATTORNEYS AT LAW
705 STANDARD PLAZA
PORTLAND, OREGON 97204
AREA CODE 503-228-4331

GARTHE BROWN
LEE A. HANSEN
BRIAN A. STEENSON
LAWRENCE C. WEST
FRED B. MILLER
PATRICK G. BOYLSTON

September 26, 1979

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Clerk or Auditor
Oregon Transportation Commission
State Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Contract No. 8871 - Maintenance of Willamette River (Harrisburg) Bridge Section, Albany-Junction City Highway

Dear Sir:

We enclose Notice of Claim of our client, LaGrand Industrial Supply Co., against the bond posted by Sunset Coatings Company, Inc., the general contractor under the foregoing contract.

Please assist our client to obtain payment of the $10,125.74 account it holds for materials, equipment and transportation services furnished directly to Sunset Coatings Company, Inc., in connection with this contract.

Very truly yours,

BROWN, HANSEN & STEENSON

Fred B. Miller

FBM/hd
Enclosure
cc:
LaGrand Industrial Supply Co.
2620 S. W. First Avenue
Portland, Oregon 97207

NOTICE OF CLAIM

TO: Oregon Department of Transportation
State Highway Division
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, La GRAND INDUSTRIAL SUPPLY CO., has a claim for materials supplied for prosecution of Contract No. 8871 with SUNSET COATINGS COMPANY, INC., for maintenance painting of the Willamette River (Harrisburg) bridge section of the Albany-Junction City Highway. The items supplied for which claim is made include sandblast abrasive materials, miscellaneous sandblasting equipment and parts, and transportation of the foregoing to the job site near Harrisburg, Oregon. The account balance due for said items for which claim is made against the bond is $10,125.74. Said materials, equipment and transportation services were all furnished to SUNSET COATINGS COMPANY, INC., the general contractor for Contract No. 8871, involving maintenance painting of the Willamette River (Harrisburg) bridge section of the Albany-Junction City Highway, located in Lane and Linn Counties. The public body which let Contract No. 8871 is the Oregon State Transportation Commission, through its State Highway Division. As general contractor on said public contract, SUNSET COATINGS COMPANY, INC., executed and delivered to the Oregon Transportation Commission the performance bond against which claim is made hereunder with SUNSET COATINGS COMPANY, INC., as the principal and with AMERICAN FIDELITY FIRE INSURANCE COMPANY as surety.

DATED: September 19, 1979.

La GRAND INDUSTRIAL SUPPLY CO.

By Louis La Grand
Louis La Grand

RECEIVED
[illegible]

8871

September 17, 1980

COM 5
#8871

Mr. Anthonie Woller
Benson, Arens, Lucas & Davis
Attorneys at Law
200 S.W. Market Street, #1790
Portland, OR 97201

Dear Mr. Woller:

As requested, attached is a copy of the Performance Bond contained in the Highway Division's Contract No. 8871 which was awarded to Sunset Coatings Co., Inc. on January 29, 1979, for maintenance painting of the Willamette River (Harrisburg) Bridge on the Albany-Junction City Highway in Lane and Linn Counties.

For your information, this contract was terminated by the Oregon Transportation Commission on October 24, 1979, and effective as of November 5, 1979.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

98711

2

File
For law suit

OBEC CONSULTING ENGINEERS

RECEIVED
SEP 20 1979
LEGAL

September 17, 1979

NOTED
JACK L. SOLLIS

NOTED
H. S. COULTER

Mr. O. B. Jackmond
Contract Administration Engineer
Oregon State Highway Division
504 Executive House
325 13th N.E.
Salem, Oregon 97310

Re: Willamette River (Harrisburg) Bridge
Paint Inspection
OBEC Job No. 19-2

Enclosed is my inspection report of the painting work that has been done on the Willamette River (Harrisburg) Bridge.

As requested in the work order; the methods of field inspection was visual and a Magnetic Dry Film Gage was used. My qualifications for conducting the field investigation are; Professional Engineer for 23 years, 20 years of construction experience with the Oregon State Highway Division, which included direct inspection of bridge painting projects and supervisory work over paint inspectors and 8 years of private engineering which has included inspecting sandblasting and painting projects as well as inspecting existing paint on structures.

If there are any questions please call.

Very truly yours,

John Quiner II

John H. Quiner II
Chief Construction Engineer

JHQ:seb
enclosure

RECEIVED
SEP 20 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

COPY

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OBEC CONSULTING ENGINEERS

MAINTENANCE PAINTING INSPECTION

WILLAMETTE RIVER (HARRISBURG) BRIDGE

BRIDGE NO. 583

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WILLAMETTE RIVER (HARRISBURG) BRIDGE

On August 24, 1979, an inspection was made of the Willametter River (Harrisburg) Bridge by John H. Quiner II, of OBEC Consulting Engineers. The purpose of this inspection was to evaluate the painting that has been completed. The painting contractor has left the project with the three steel spans in various stages of paint coats. This inspection was made in the company of Don Brumbaugh, Oregon State Highway Division paint inspector, for this project.

PROJECT INSPECTION BY O.S.H.D.

The paint inspection procedure was discussed with Don Brumbaugh, and it has been determined that he was doing a thorough job of inspection. The two areas where the sandblasting could be inspected were found to be a B Sa 2 or C Sa 2. This corresponds to the Specified Pictorial Standard Sa 2. The paint thickness was determined using a Magnetic Dry Film Gage. The inspector kept records of the paint thickness as each coat was applied, so the thickness of each application could be checked.

PAINT INSPECTION

Sketches of the steel truss have been prepared, depicting in six (6) different colors, the different coats of paint and their location.

Span No. 1 - No work has been done in this area.

Span No. 2 - This span has all the different stages of work visible. Some areas are old paint, blasted areas (no paint), prime coat, first and second base, first finish coat and one small section of second finish coat. The

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areas that were sandblasted and left unpainted are starting to rust. These areas appear to have been blasted to the Sa 2 specification. The areas where the Prime and First base coats were completed will not meet the specifications now because of the time requirement between coats. The second Base and Finish coats have thickness well above that specified. The overall workmanship is poor. This is based on the appearance of runs and sags in the paint as well as contamination (sand) that settled in the fresh paint. The Contractor did not proceed in a workmanlike manner, in that he jumped around the truss performing different operations in no apparent order. This resulted in contamination of the paint and overspray. There has not been any sealing between the 2nd Base and 1st Finish coats as specified. However, due to the thick paint coats there are not many crevices that will require sealing.

Span No. 3 - This span has been completed through the 2nd Finish coat except for about 10% that is finished through the 1st Finish coat. The final paint thickness is considerably greater than the 1½ mils per coat (7½ mils total). Areas that were checked were all over 7½ mils with an average estimated thickness of 12 to 15 mils. The general overall appearance of the finished portion is only fair, due to the runs, sags and sand in the coats of paint. There are some areas of overspray and spots where the paint was rubbed off during removal of the cables and scaffolding.

The metal sidewalk railing in Spans No. 2 and No. 3 are a mixture of Prime, Base and Finish coats. Part of these coats are on one side and not on the other.

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The work under Bid Item No. 3 - Clean and Paint the Willamette River (Harrisburg) Bridge, is broken down into the percentage of estimated work required to perform each phase of the work as follows:

Sandblasting	50%	
Prime Coat	9%	
First Base Coat	9%	
Second Base Coat	9%	
Seal	1%	
First Finish Coat	10%	
Second Finish Coat	12%	(Additional percentage to cover cleanup, spot painting and removing scaffolding)

Each span represents 33.3% of the work.

Span No. 1

Completed - 0%

Span No. 2

Sandblasting	55% x 50%	=	27.5%
Prime	55% x 9%	=	5.0%
First Base Coat	50% x 9%	=	4.5%
Second Base Coat	45% x 9%	=	4.0%
Seal		=	0.0%
First Finish Coat	20% x 10%	=	2.0%
Second Finish Coat		=	0.0%
	Completed in Span No.2		43.0%

Percent completed based on entire painting job equals 33% of 43.0% = 14.2%

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Span No. 3

Sandblasting	100% x 50%	=	50.0%
Prime	100% x 9%	=	9.0%
First Base Coat	100% x 9%	=	9.0%
Second Base Coat	100% x 9%	=	9.0%
Seal			0.0%
First Finish Coat	100% x 10%	=	10.0%
Second Finish Coat	90% x 12%	=	10.8%
	Completed in Span No. 3	=	97.8%
Percent completed based on entire painting job equals 33% of 97.8%		=	32.3%

Based on the percentage completed, in each span, the total percentage of the work completed at the time of this inspection is (Span No. 1, 0%, Span No. 2, 14.2%, Span No. 3, 32.3%) 46.5%. If the painting is not completed before the winter season, the sandblasted only areas, Prime and First Base in Span No. 2 will have to be redone next season. This would amount to 3.5% of Span No. 2 or 1.2% of the entire job that would have to be redone next season. Therefore, next season (45.5% - 1.2%) 45.3% of the painting will have been completed.

CONCLUSIONS

Sandblasting was performed to Specification SS PC - SP 6 "Commercial Blast Cleaning" and the appearance of the areas that could be inspected conformed to Pictorial Standard B Sa 2 and C Sa 2 of SS PC Vis-1-67T. Due to the type (lattice work and built-up members) of structure and removal of all of the old paint, the blasting would produce a near white blast in many areas.

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The paint applications produced coats of paint considerably greater than required by the specifications. This could be attributed to the many plates and structural shapes that are difficult to paint. However, due to the quantity of runs, sags and sand in the paint coats, I would say the workmanship was poor. The parts of the structure that have been painted with the 2nd Base or more should withstand the winter season without any damage. Before starting to paint next season it may be necessary to clean the truss of any contamination that has been deposited during the winter.

OBEC Consulting Engineers
John H. Quiner II
Chief Construction Engineer

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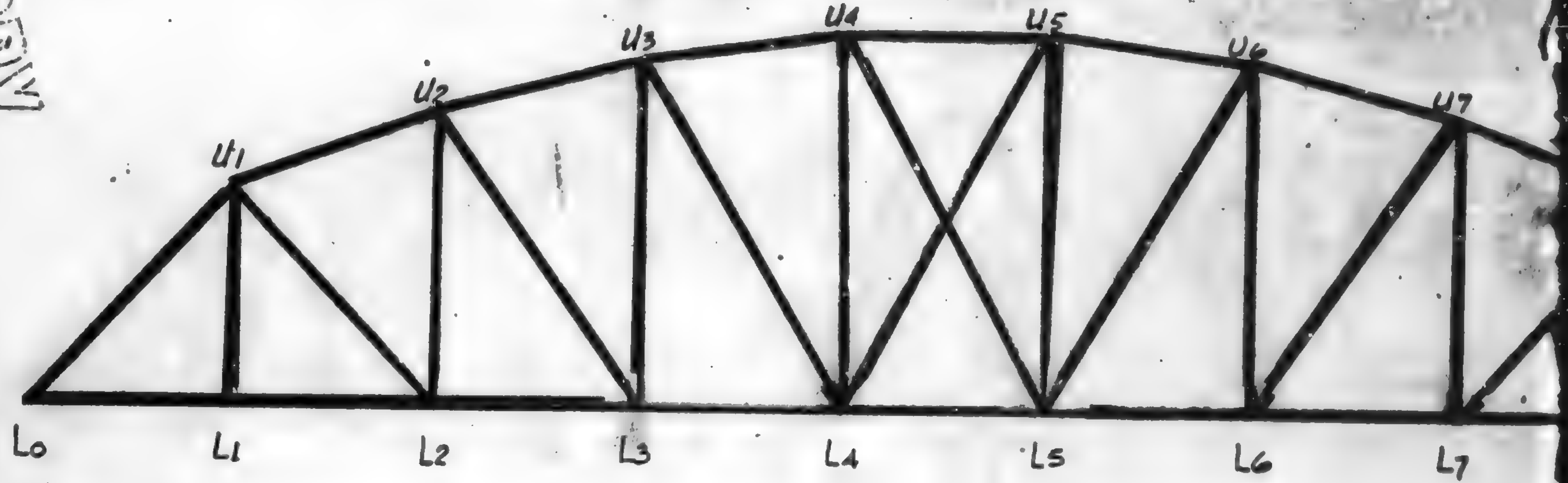
Looking Upstream
Span 2 - Lt. Side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Pier 2

Truss

No Work ———
Prime Coat ———
1st Base Coat ———
2nd Base Coat ———
1st Finish Coat ———
2nd Finish Coat ———

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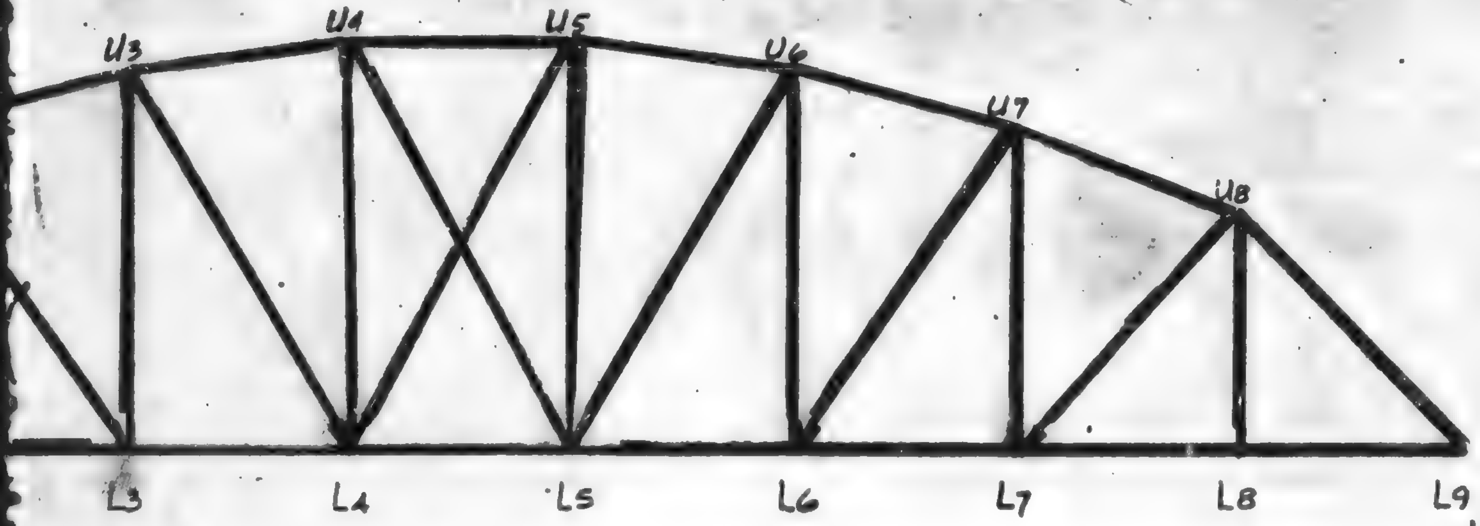
Looking Upstream
Span 2 - Lt. Side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Pier 3

Truss

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WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

PAINTING INSPECTION

DESIGNED	APPD:	FILE NO
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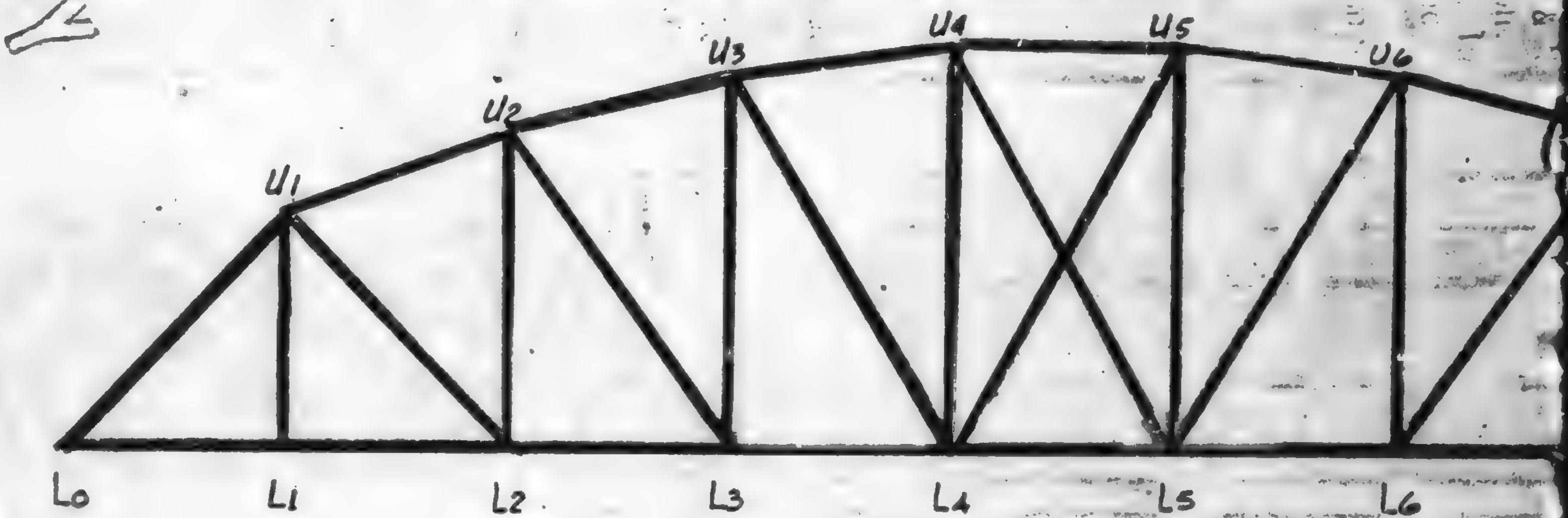
Looking Upstream
Span 2 - Rt Side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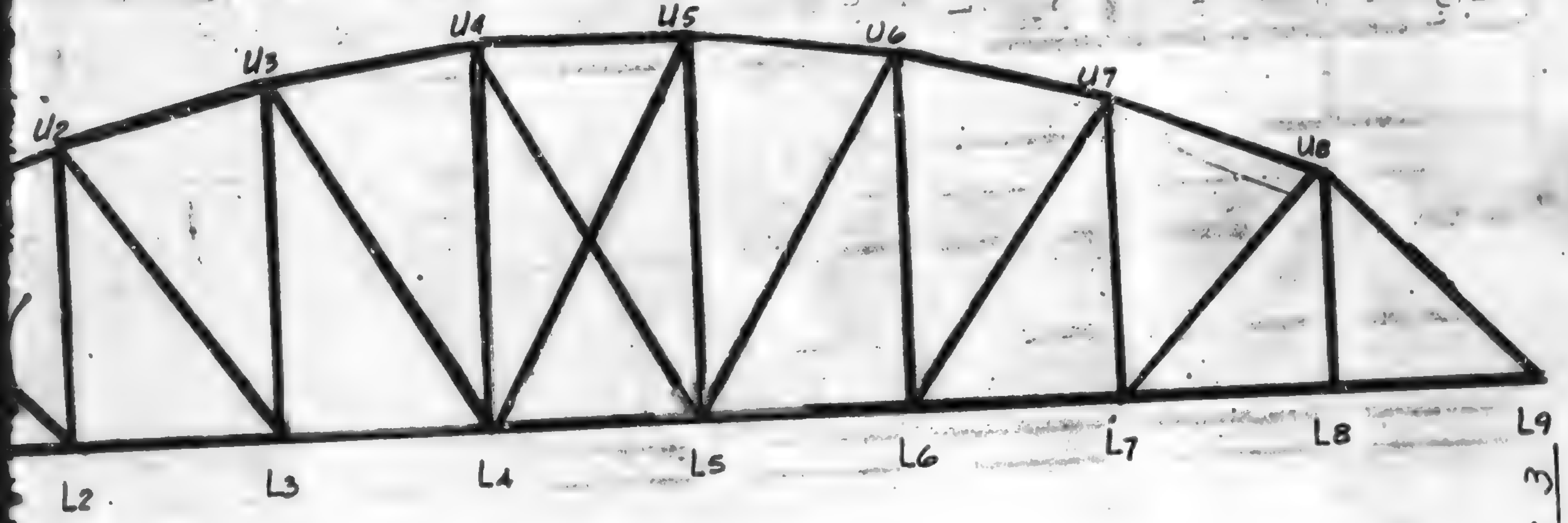
Truss

Looking Upstream
Span 2 - Rt Side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Truss

Pier 3

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WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

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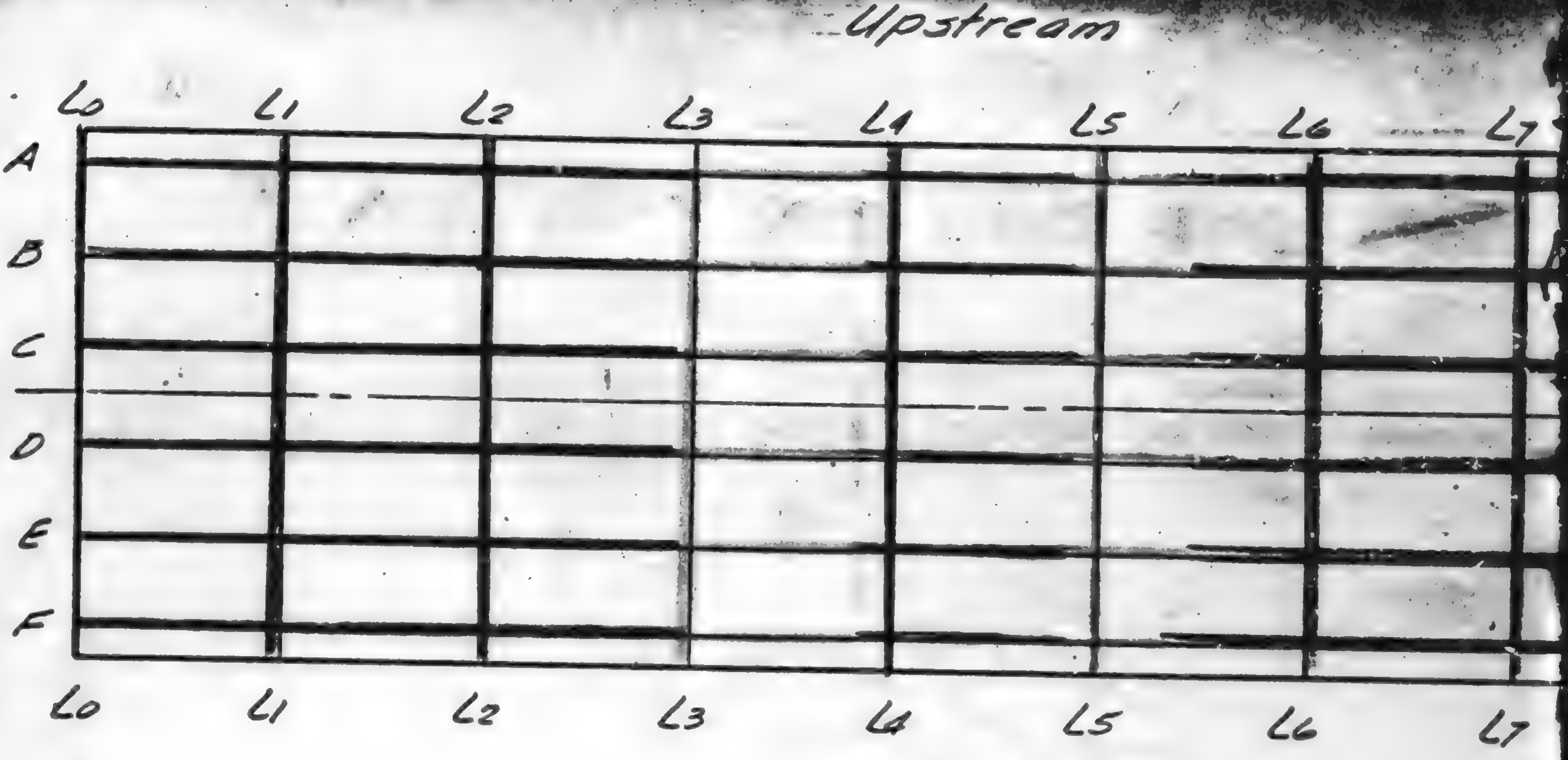
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Pier 2

Span 2
Floor Beams

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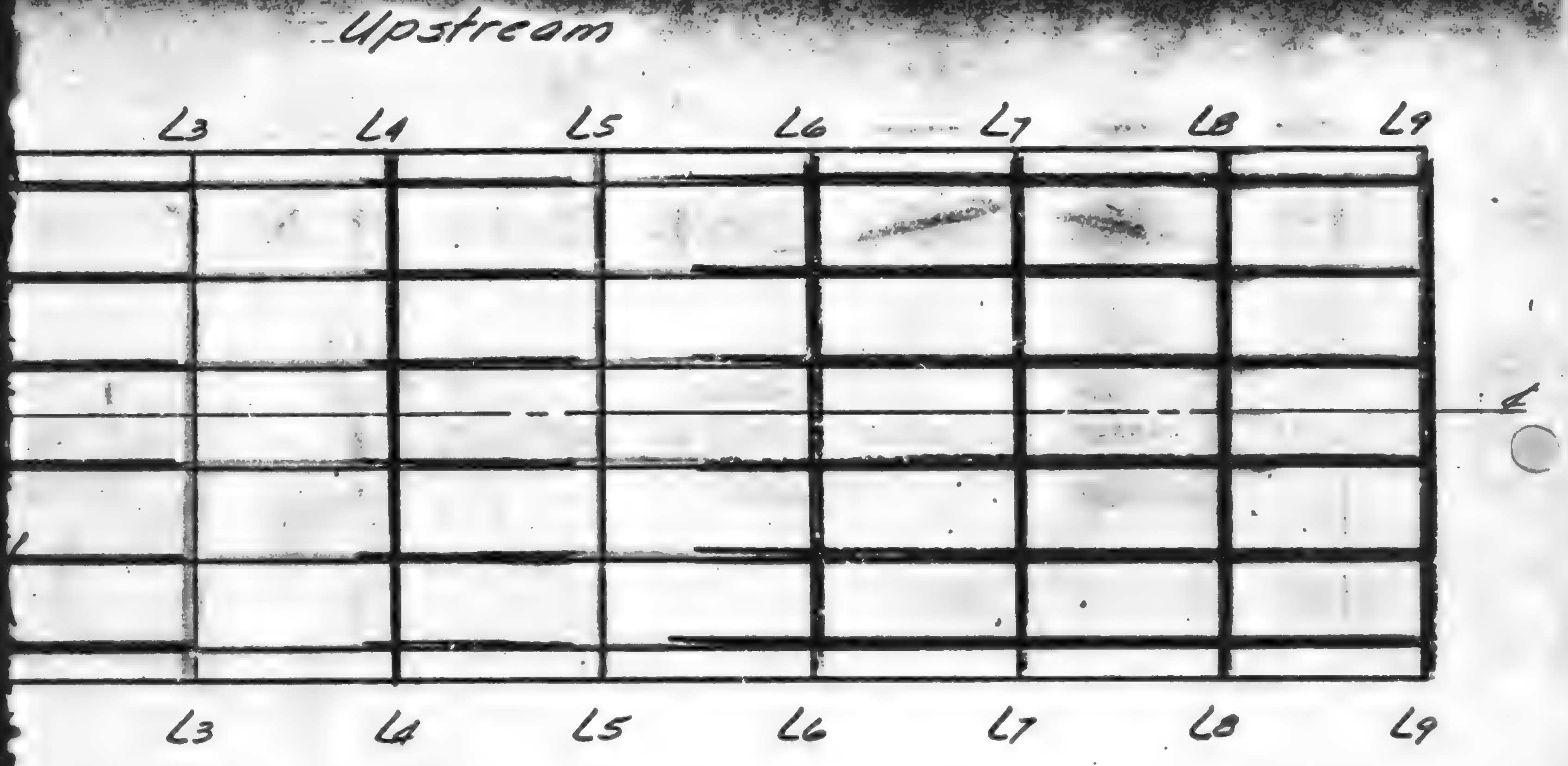
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Span 2
Floor Beams

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WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

PAINTING INSPECTION

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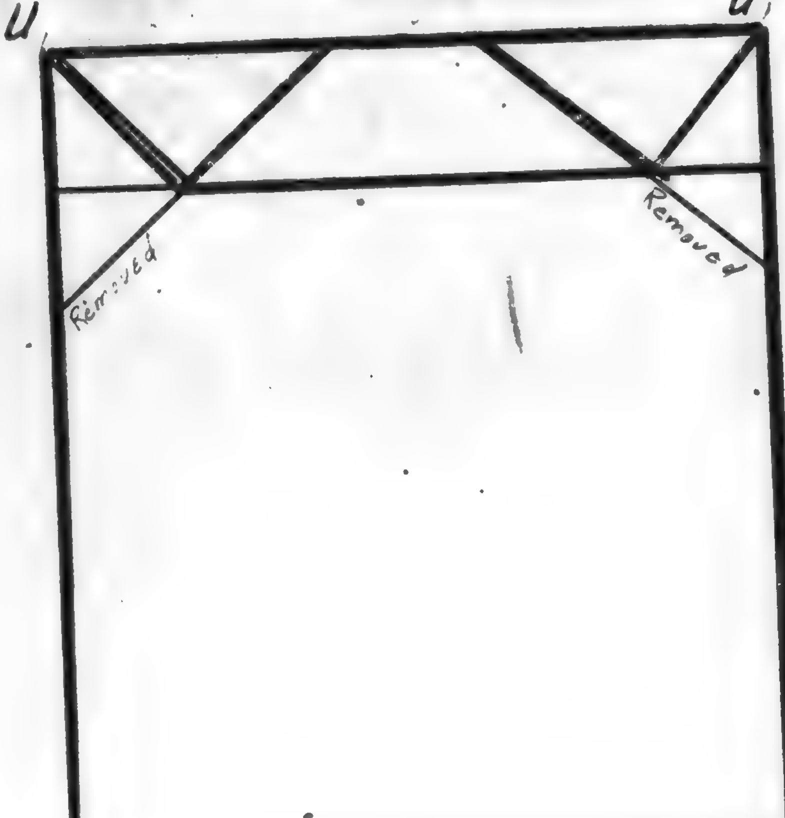
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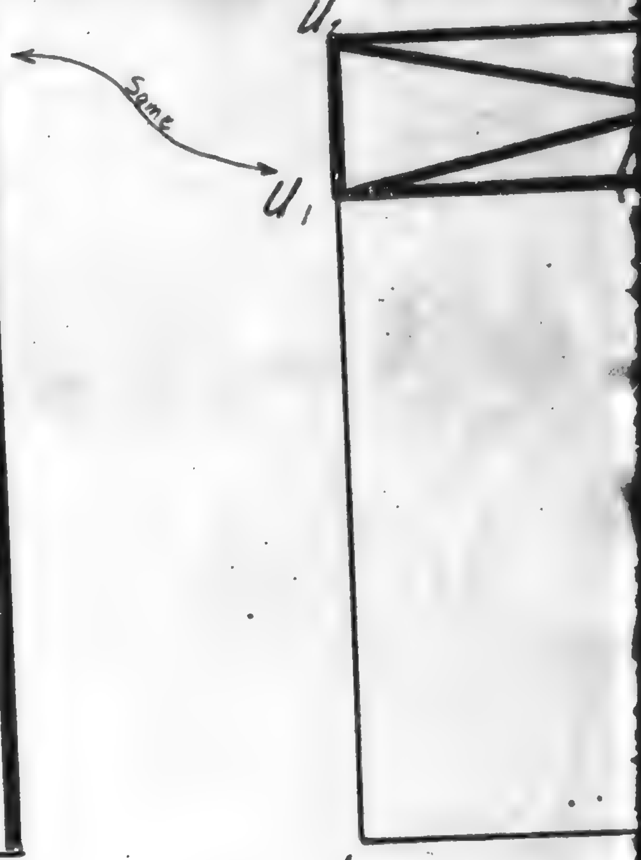

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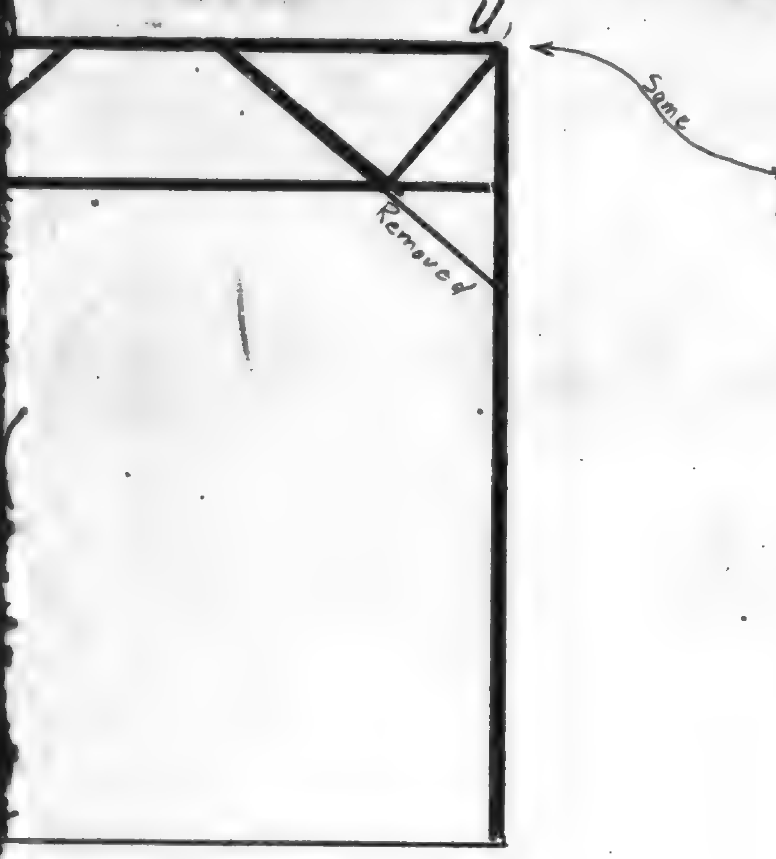
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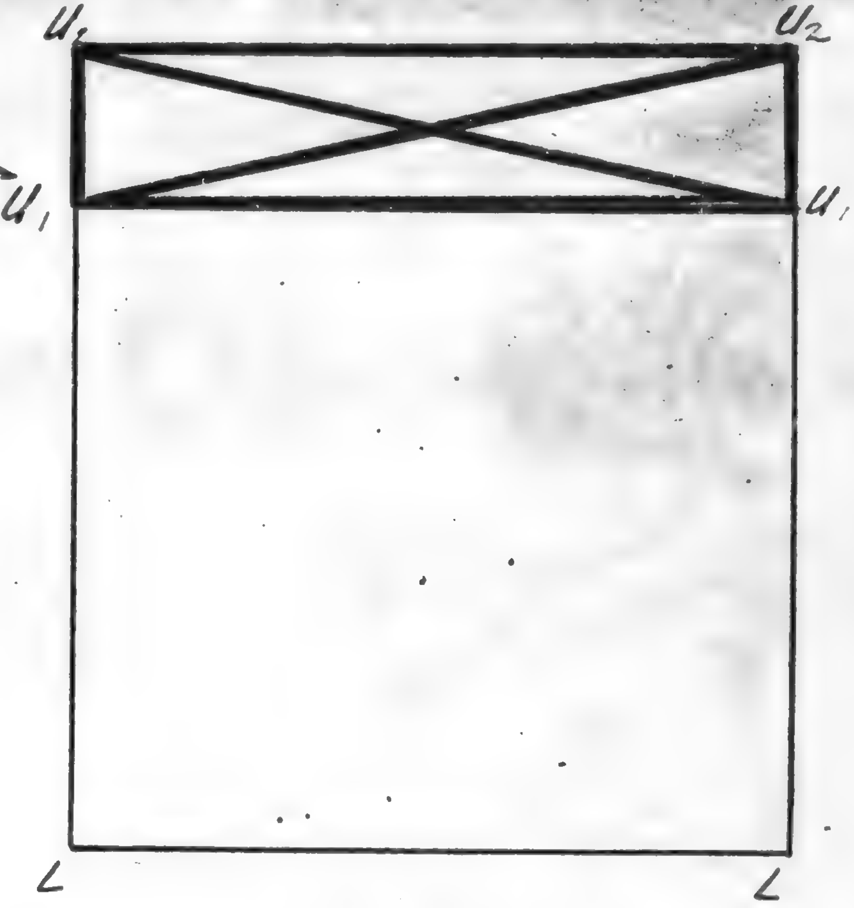
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WILLAMETTE RIVER BRIDGE
BRIDGE No.583
HARRISBURG, OREGON

PAINTING INSPECTION

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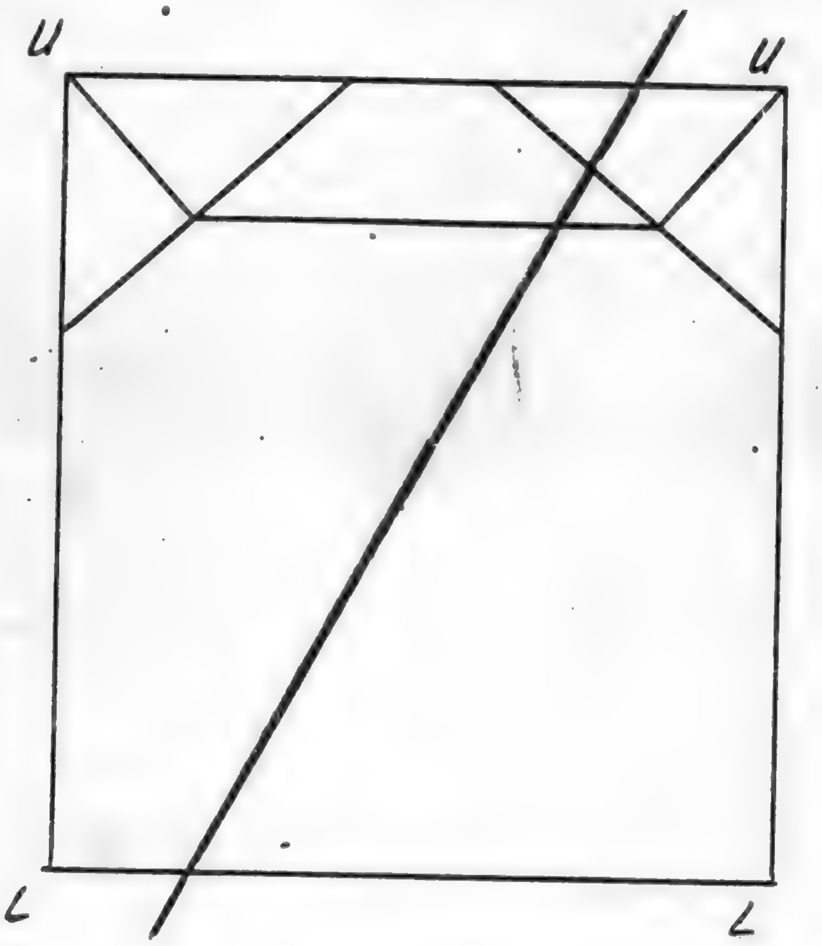

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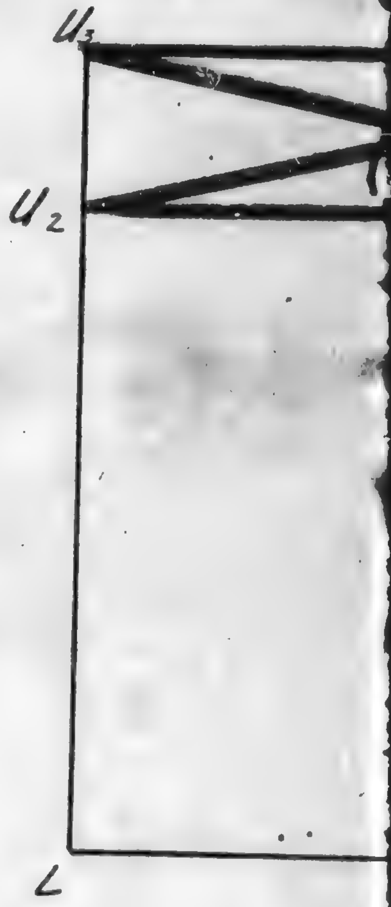

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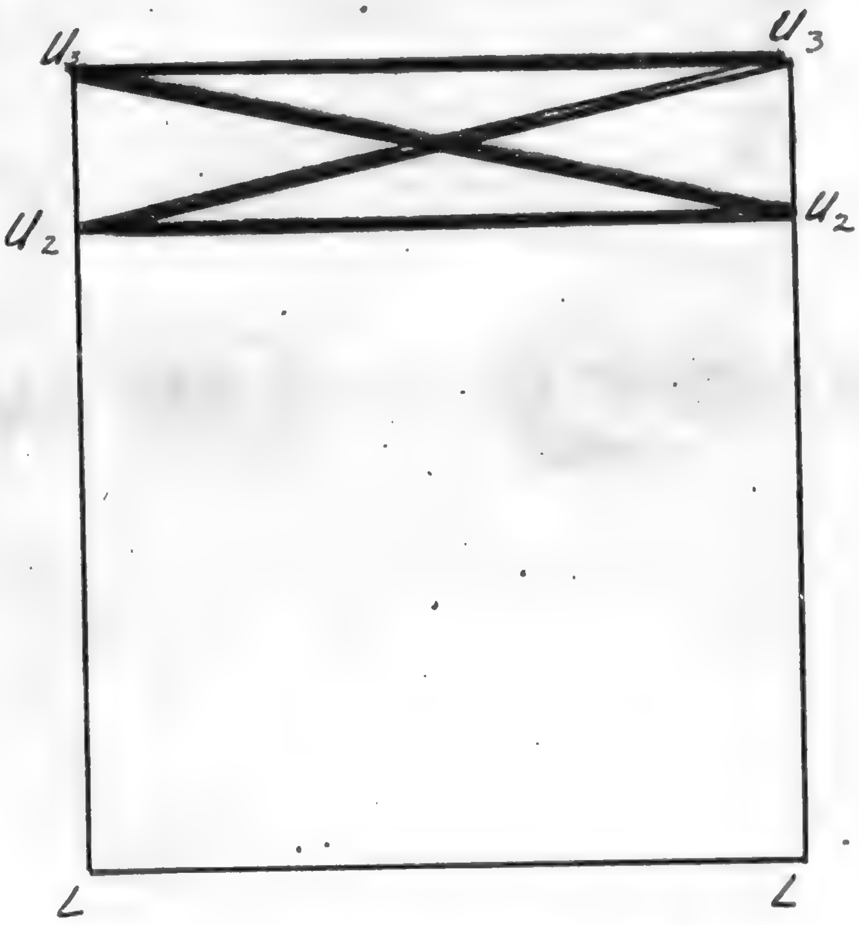

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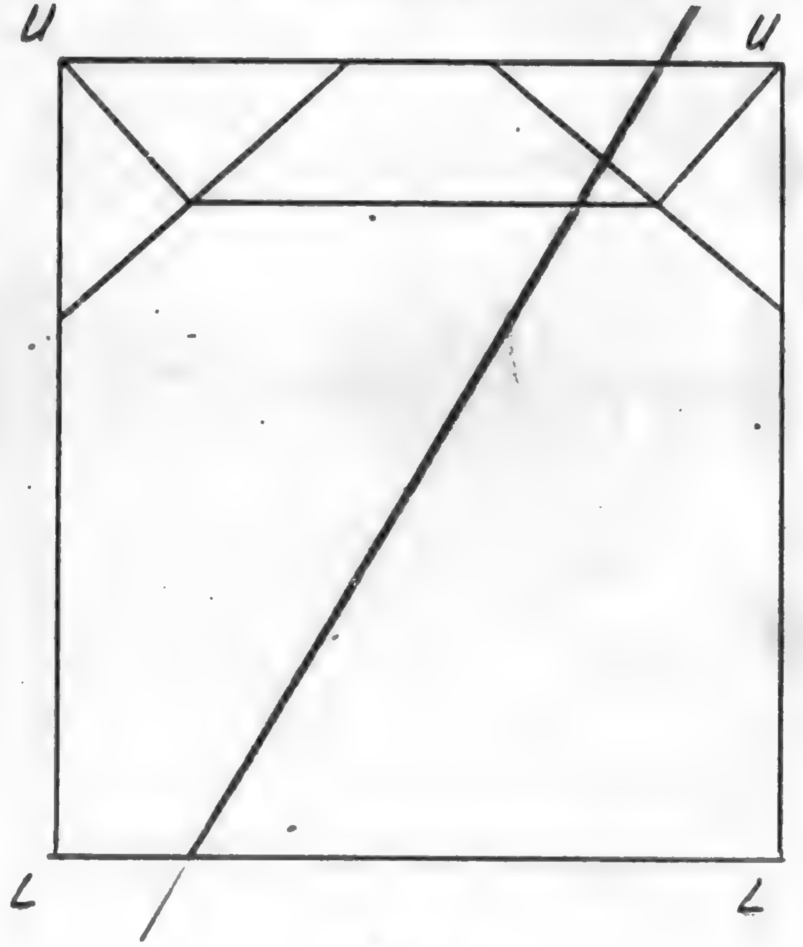

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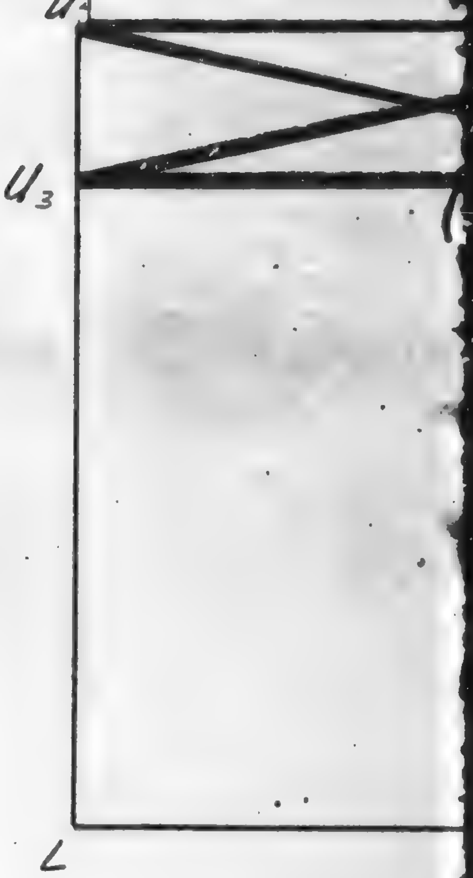

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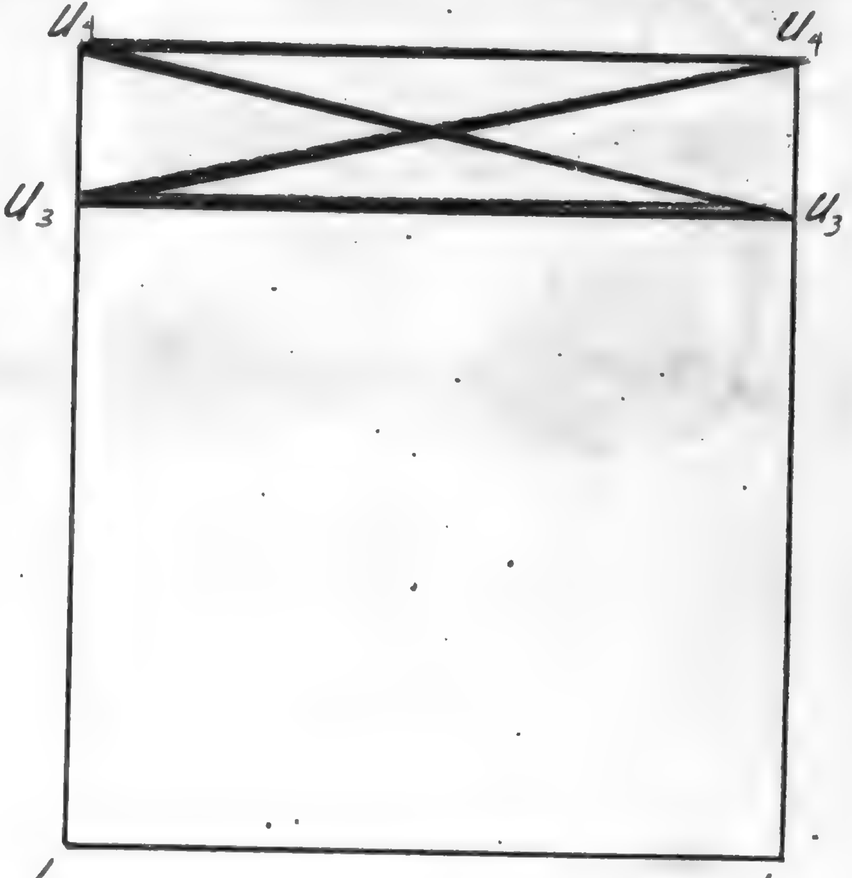

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WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

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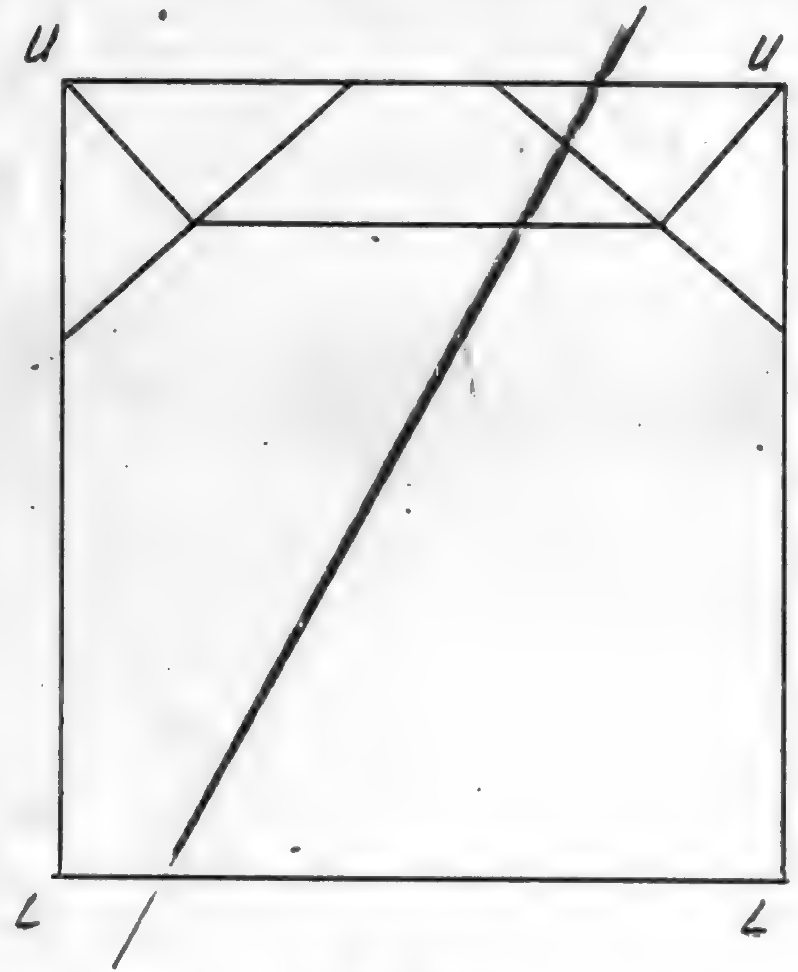

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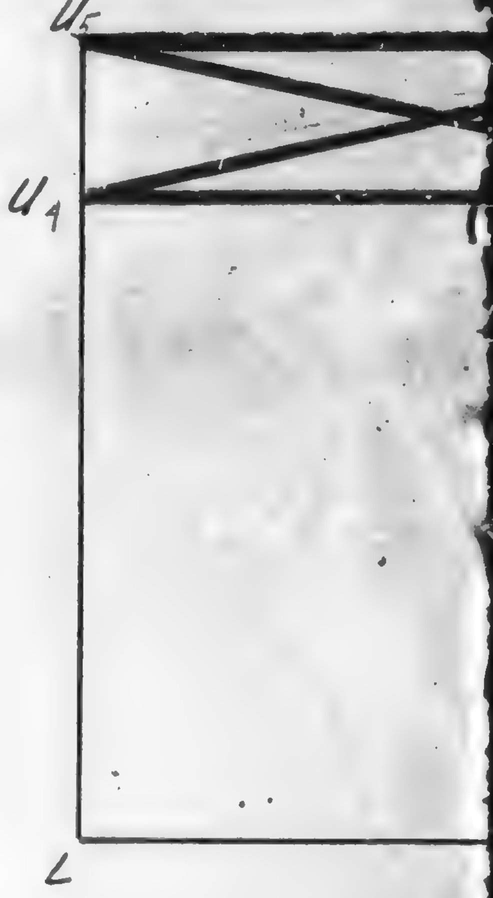

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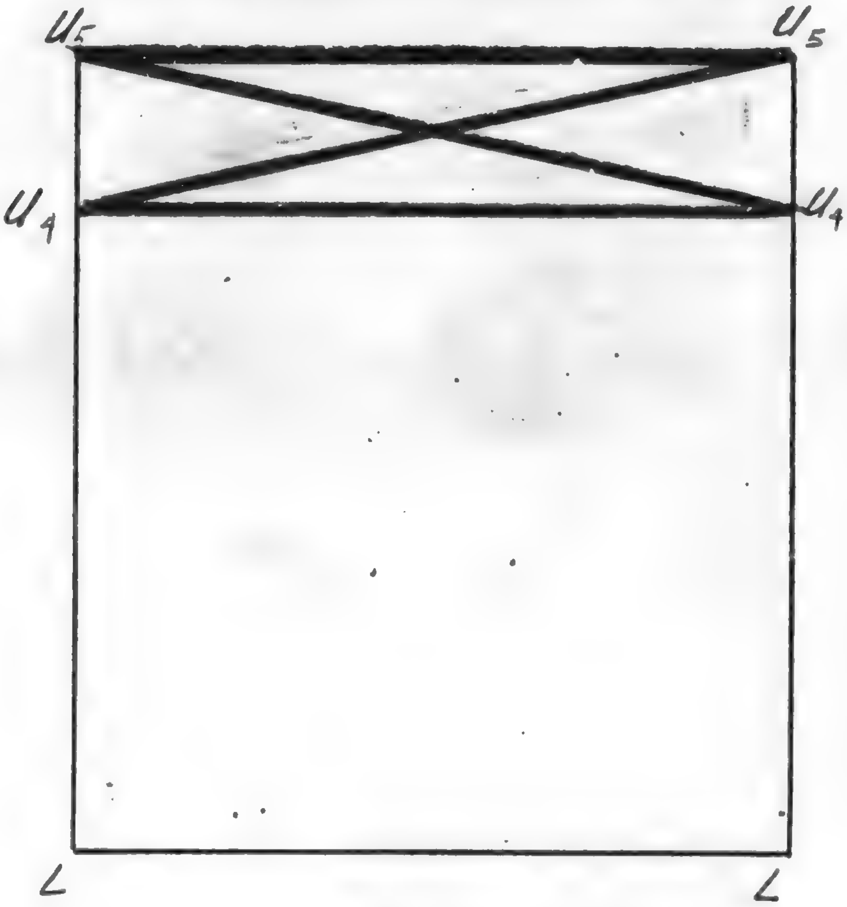

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WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

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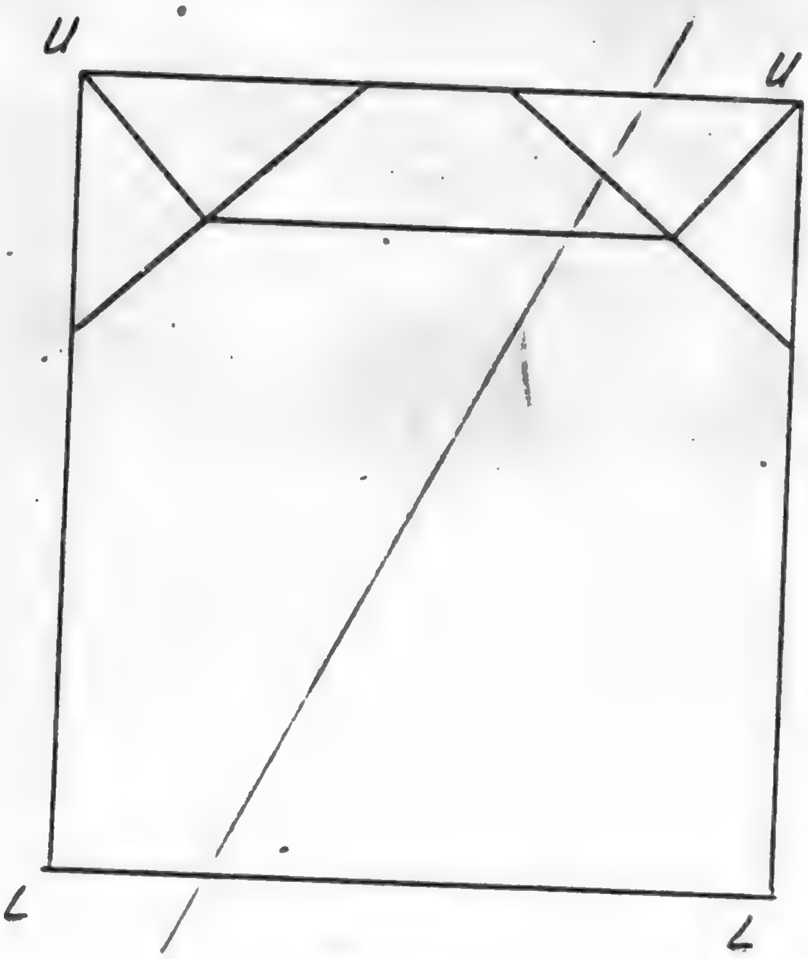

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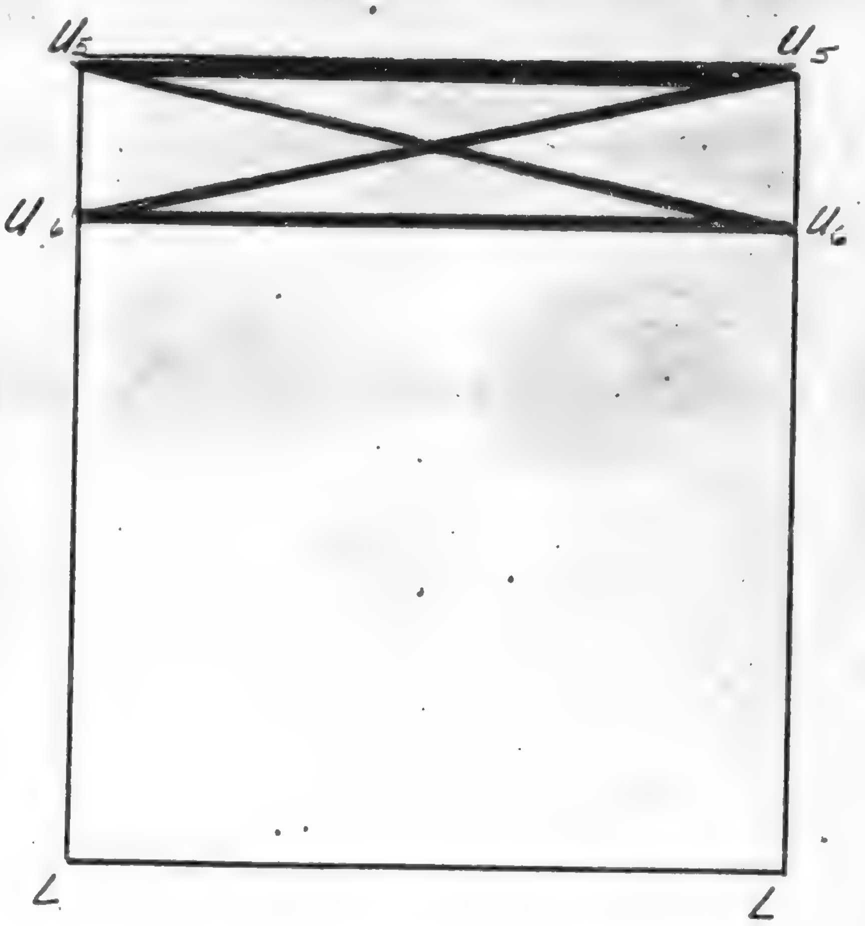

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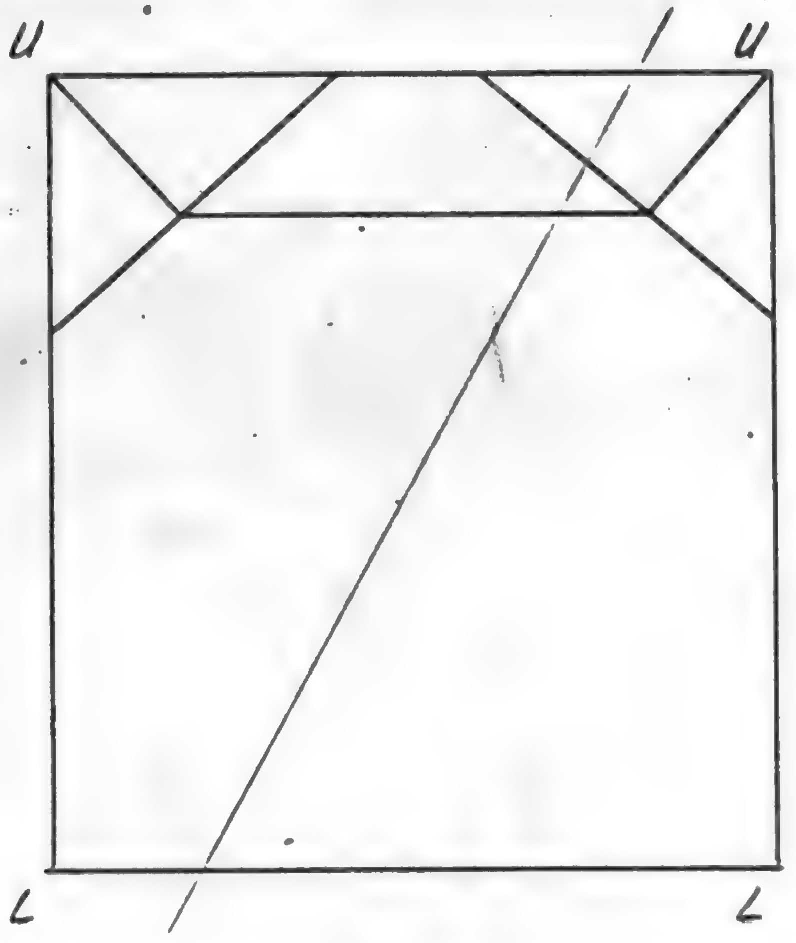

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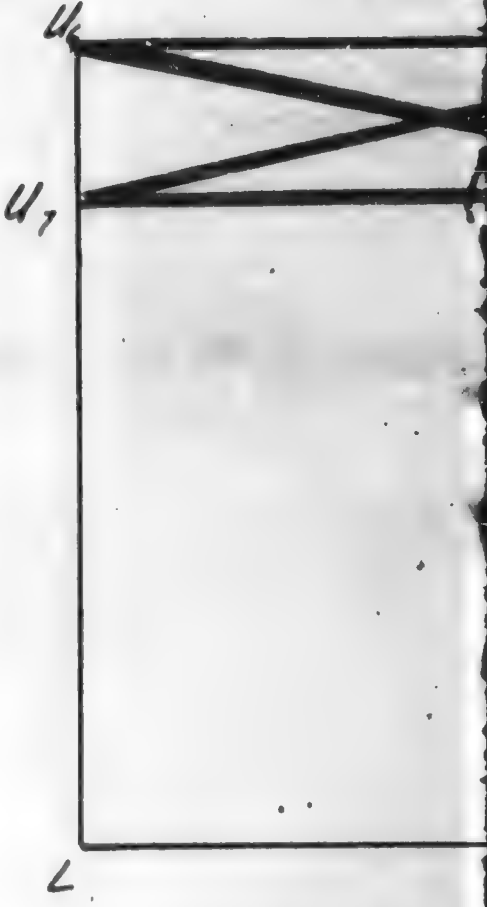

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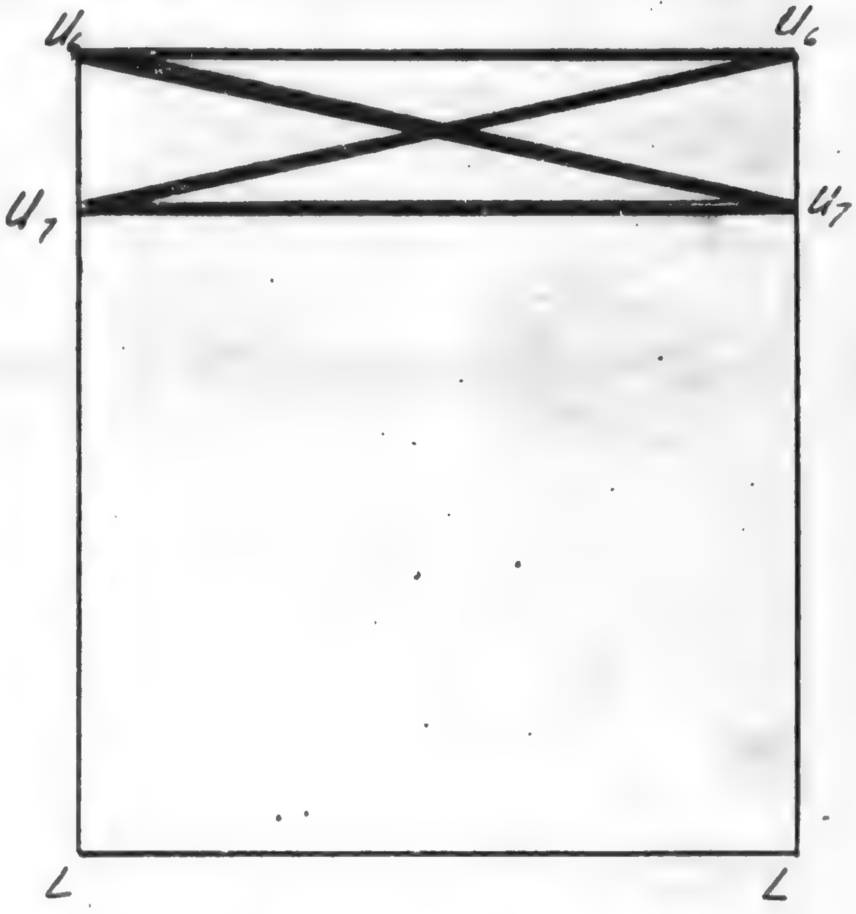

Intermediate
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WILLAMETTE RIVER BRIDGE

BRIDGE No 583
HARRISBURG, OREGON

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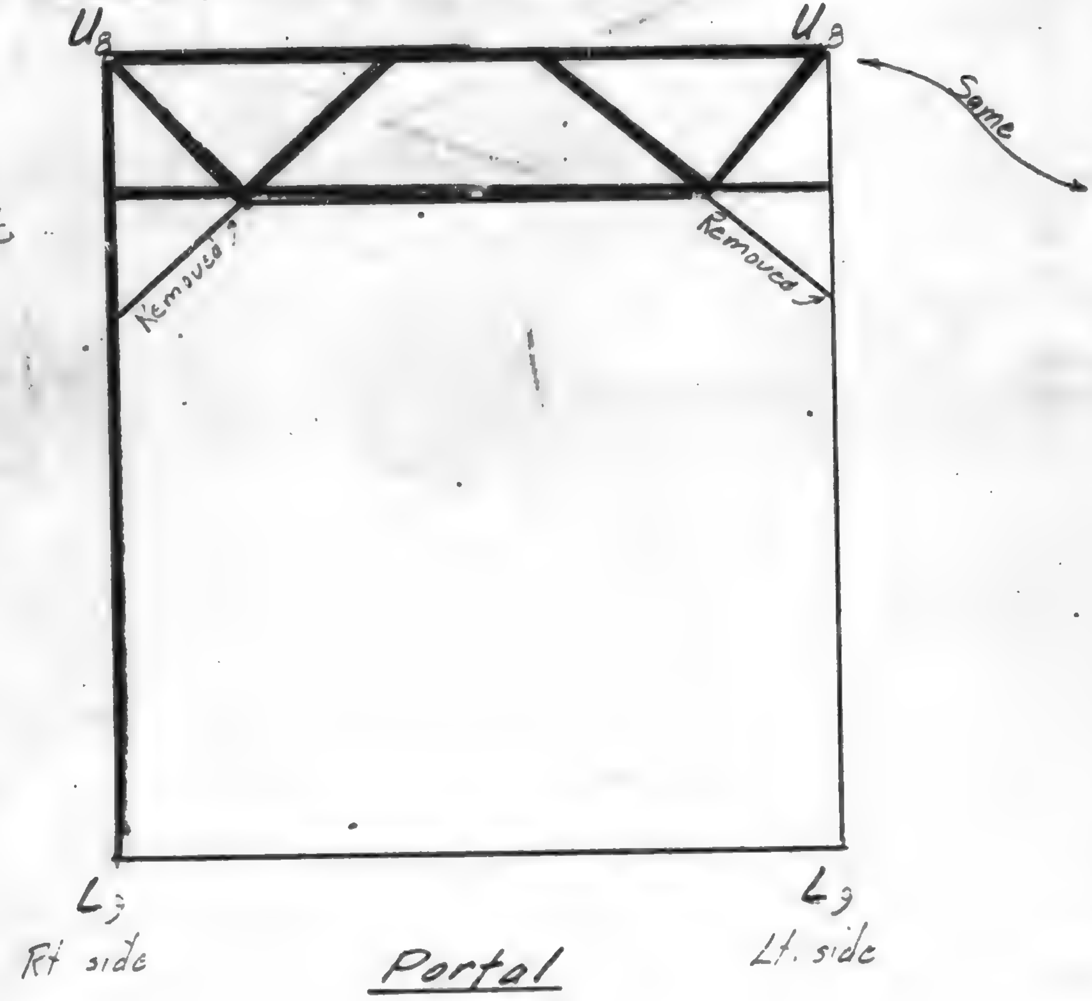

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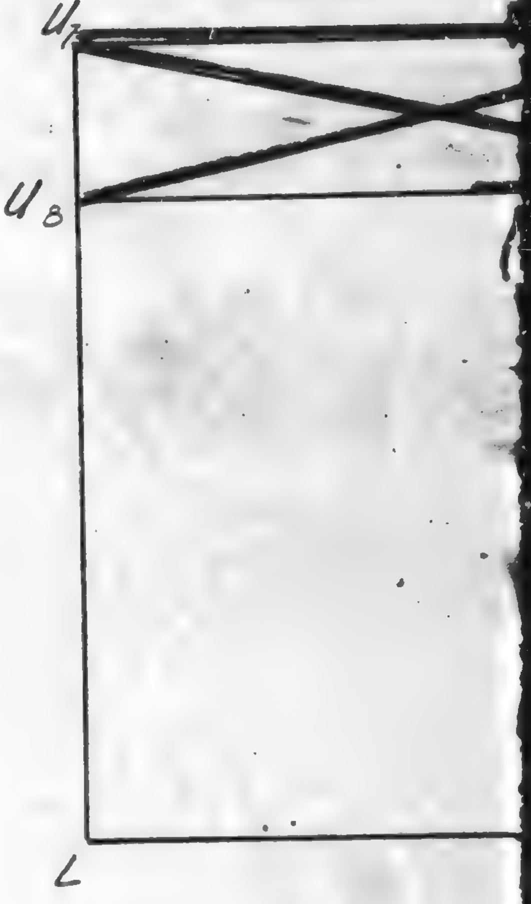

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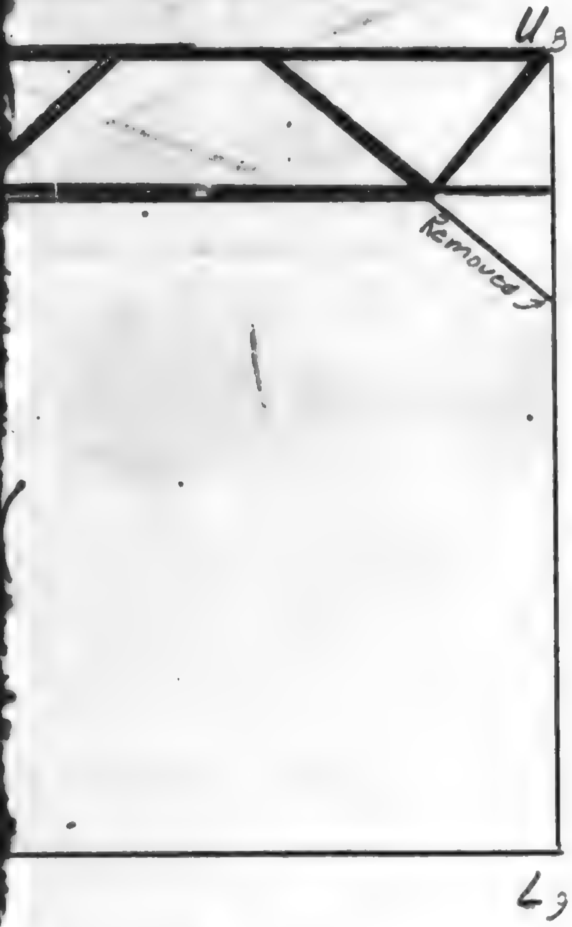

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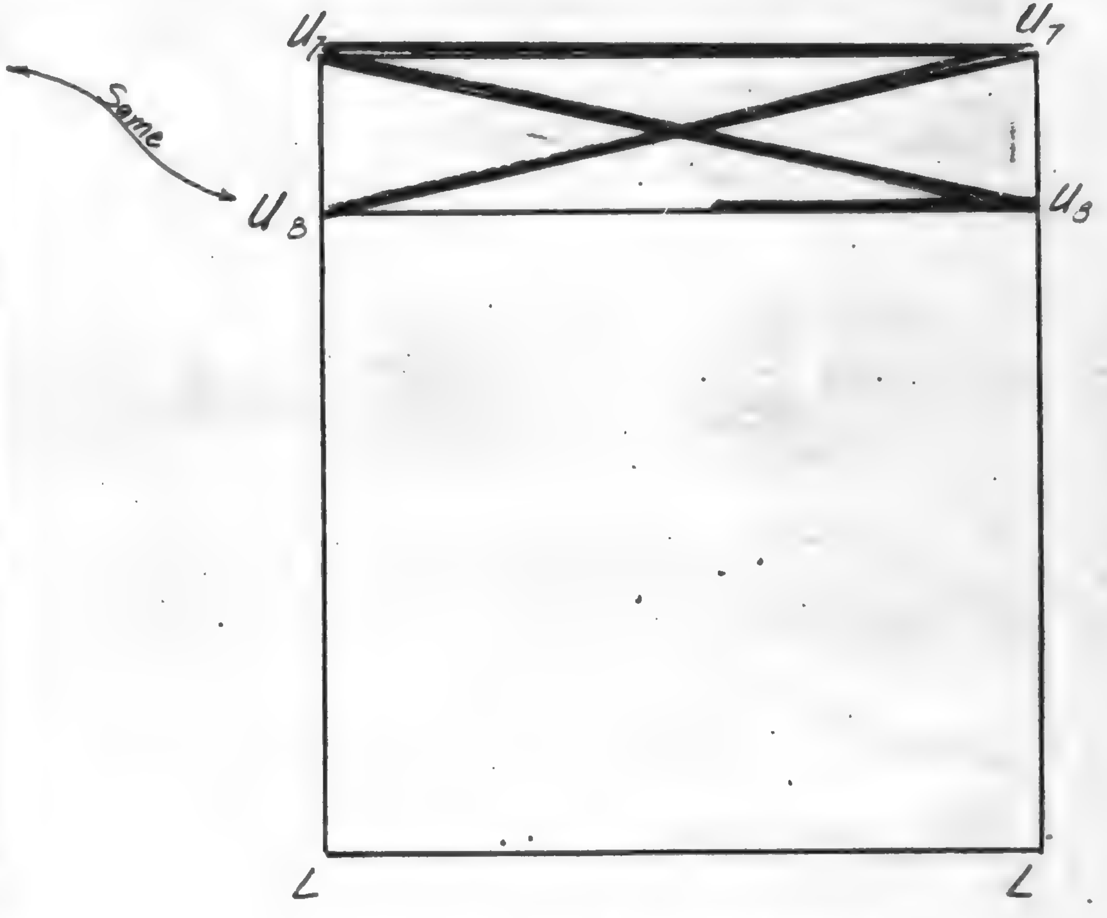

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Looking ahead on line

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WILLAMETTE RIVER BRIDGE

BRIDGE No. 583
HARRISBURG, OREGON

PAINTING INSPECTION

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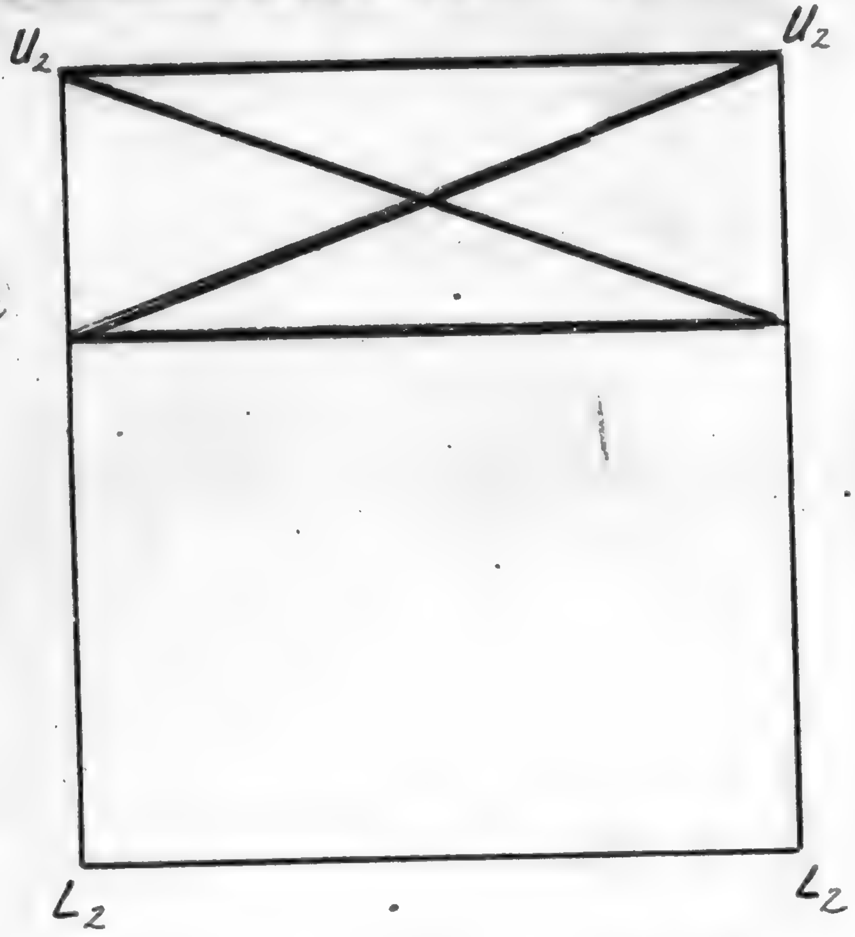

Typical Sway Bracing
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WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
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PAINTING INSPECTION

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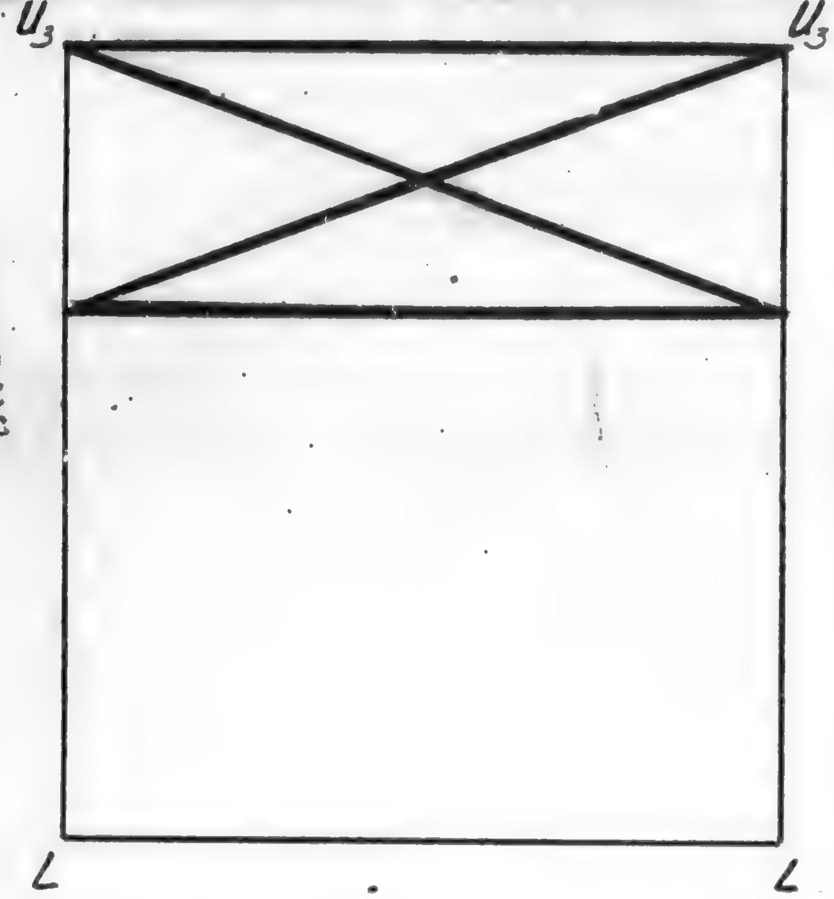

Typical Sway Bracing
Span 2

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WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
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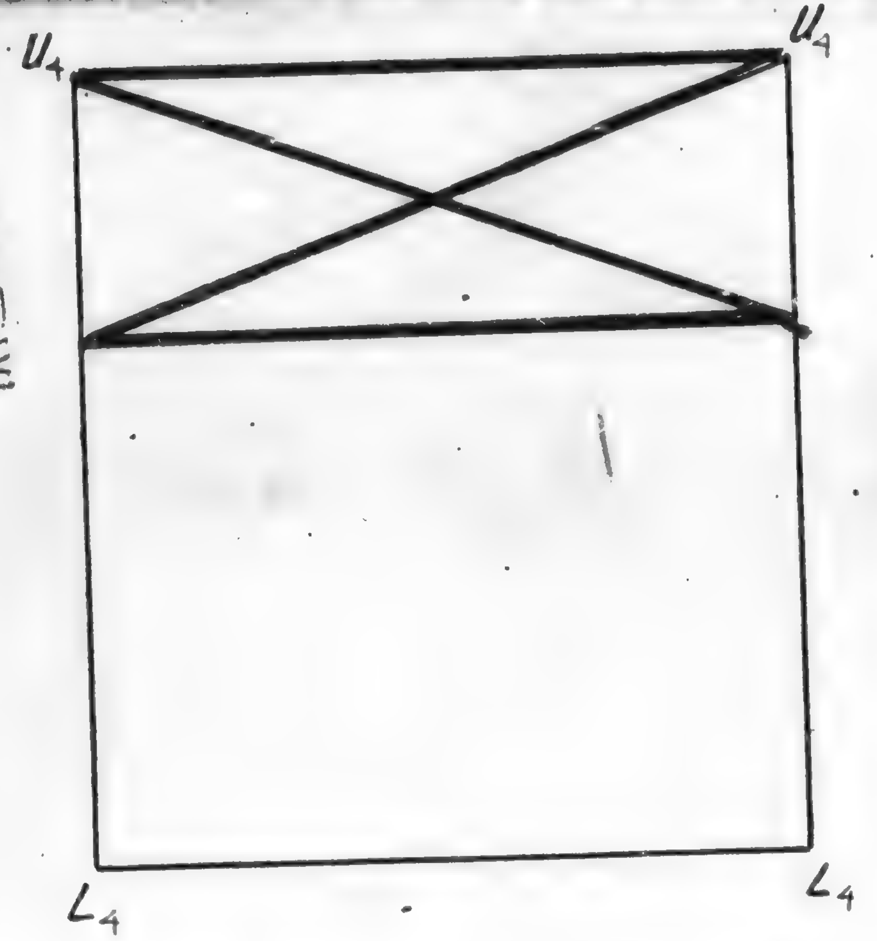

Typical Sway Bracing
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WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

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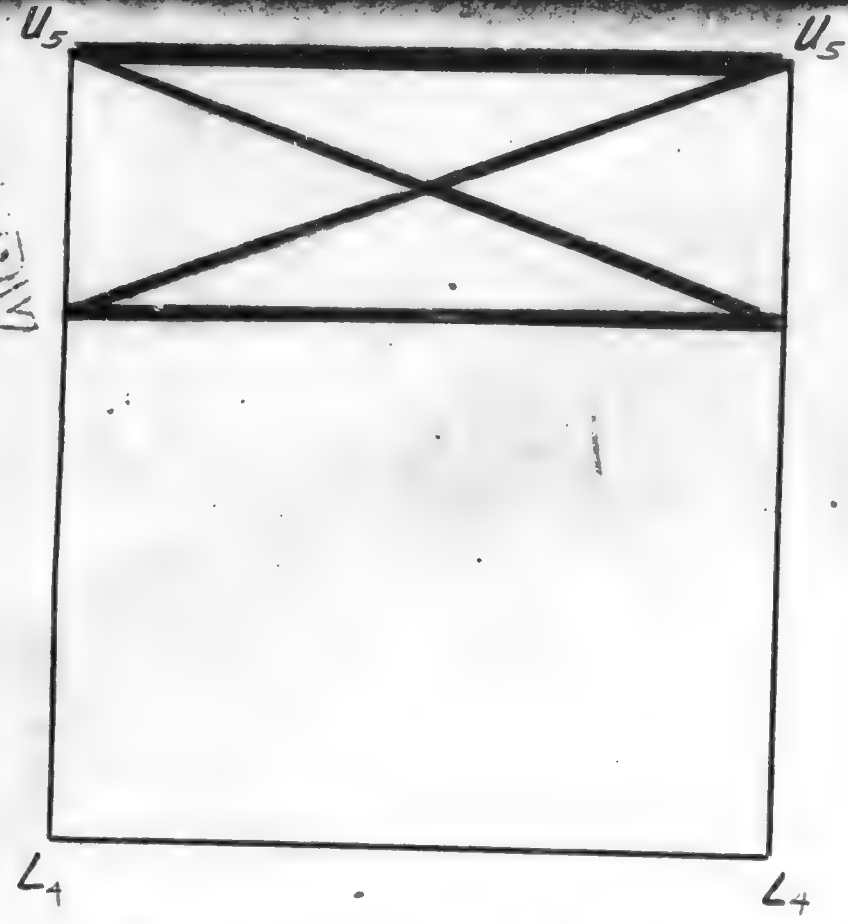

Typical Sway Bracing
Span 2

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BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

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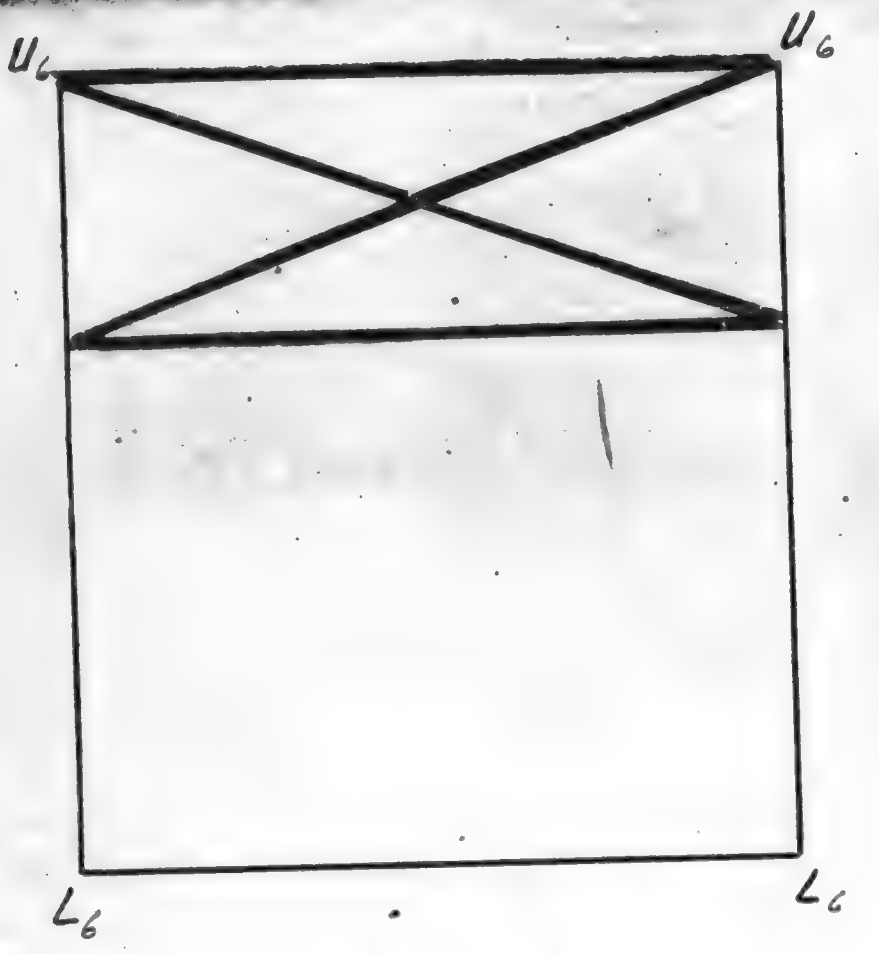

Typical Sway Bracing
Span 2

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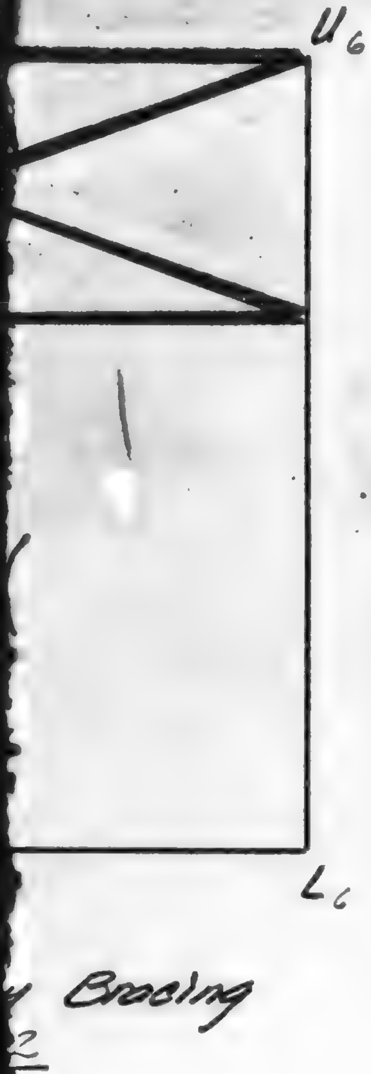

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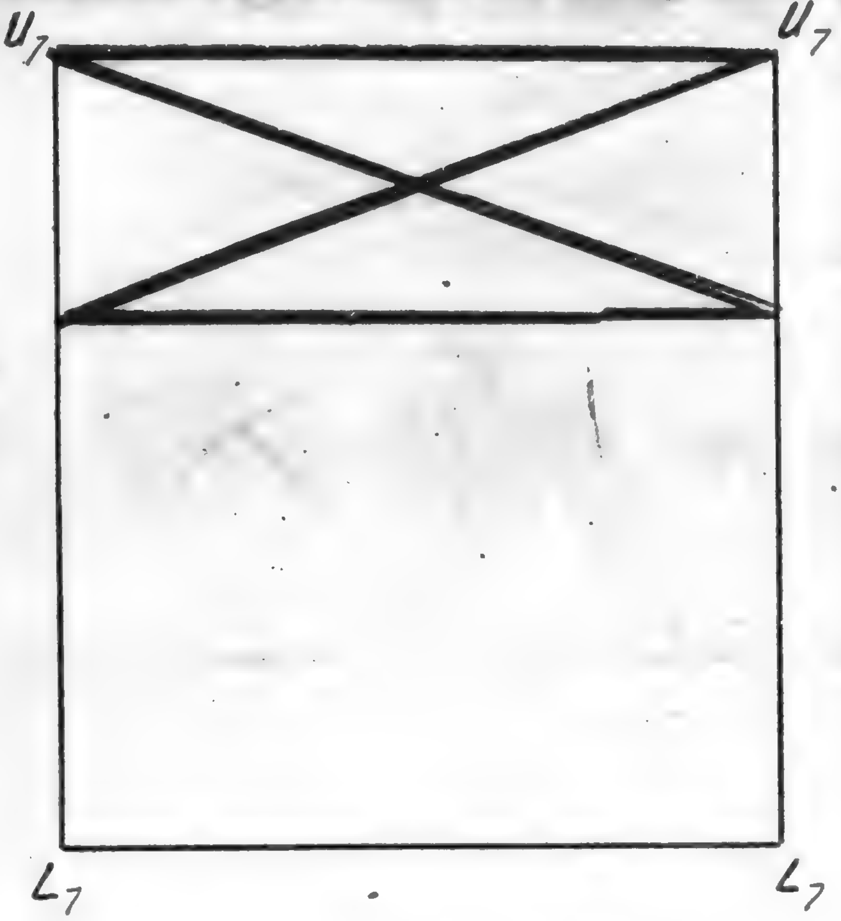
WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED:	APPR:	FILE NO
DRAWN: CM	DATE:	SHEET _ OF 2
CHK'D	PROJ 14-2	

COPY

Upstream



Typical Sway Bracing
Span 2

OBEC
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DESIGNED:
DRAWN CA
CHK'D

Bracing

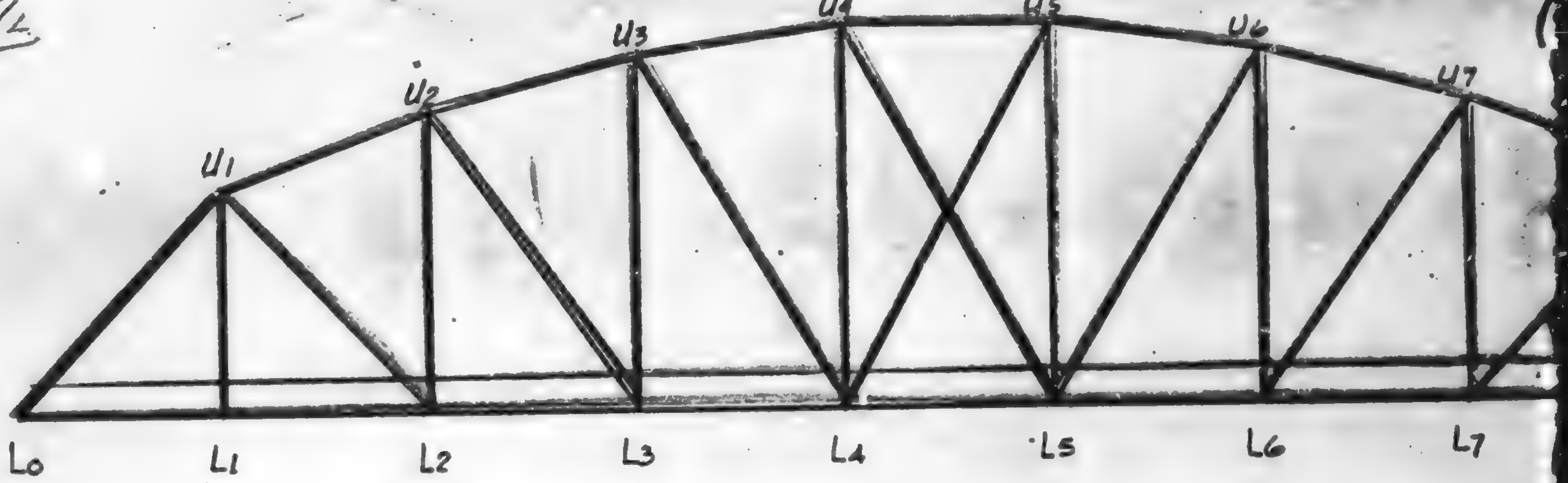
OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-9673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED:	APPD:	FILE NO.
DRAWN CM	DATE.	SHEET 16 OF 32
CHK'D	PROJ 19-2	

COPY

Looking Upstream
Span 3 - Lt. Side


U1
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Truss

Pier 3

OBEG
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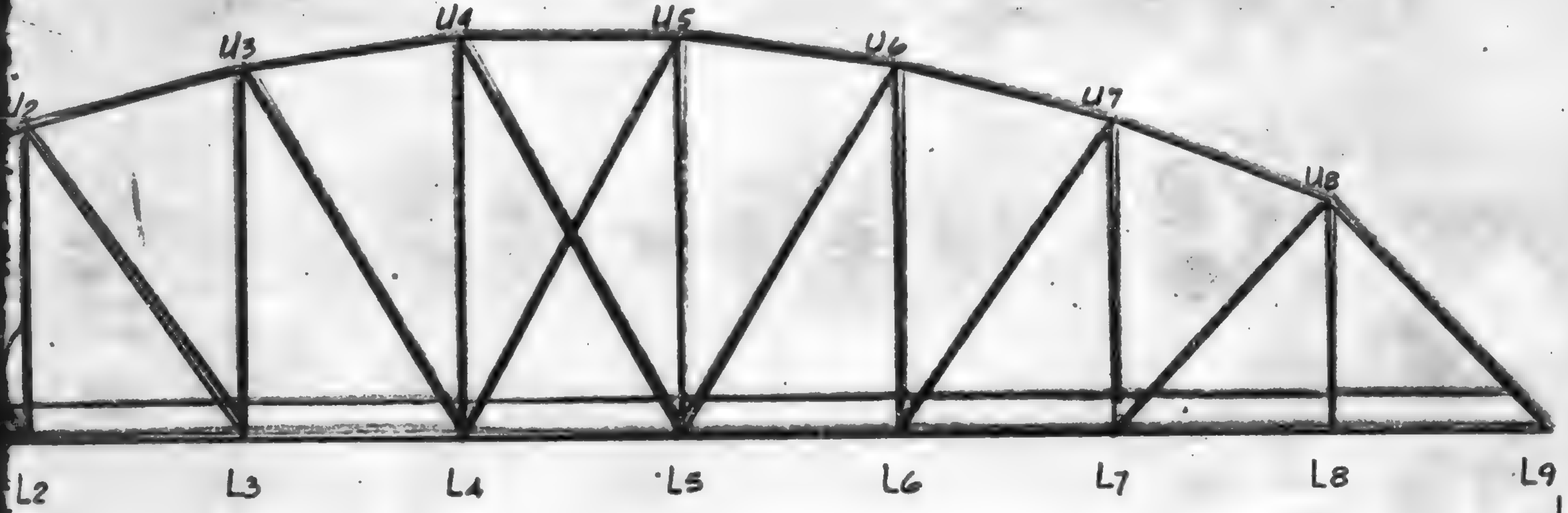
DESIGNED
DRAWN

Looking Upstream
Span 3 - Lt. Side


U2
U3
U4
U5
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L9

Truss

Pier 4

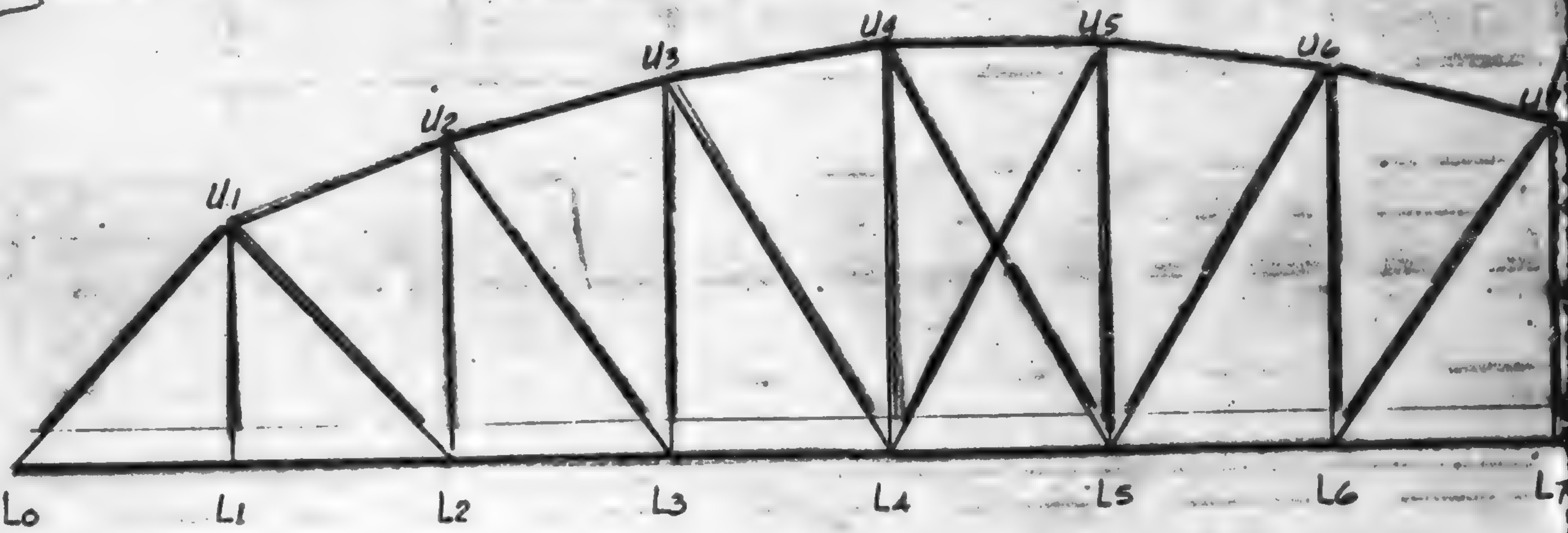
OBEC CONSULTING ENGINEERS
P.O. Box 22 Springfield, Oregon [illegible] [illegible]

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED	APPD.	FILE NO
DRAWN CM	DATE	
JOB NO	SHEET 19 2	

COPY

Looking Upstream
Span 3 - Rt. Side


U1
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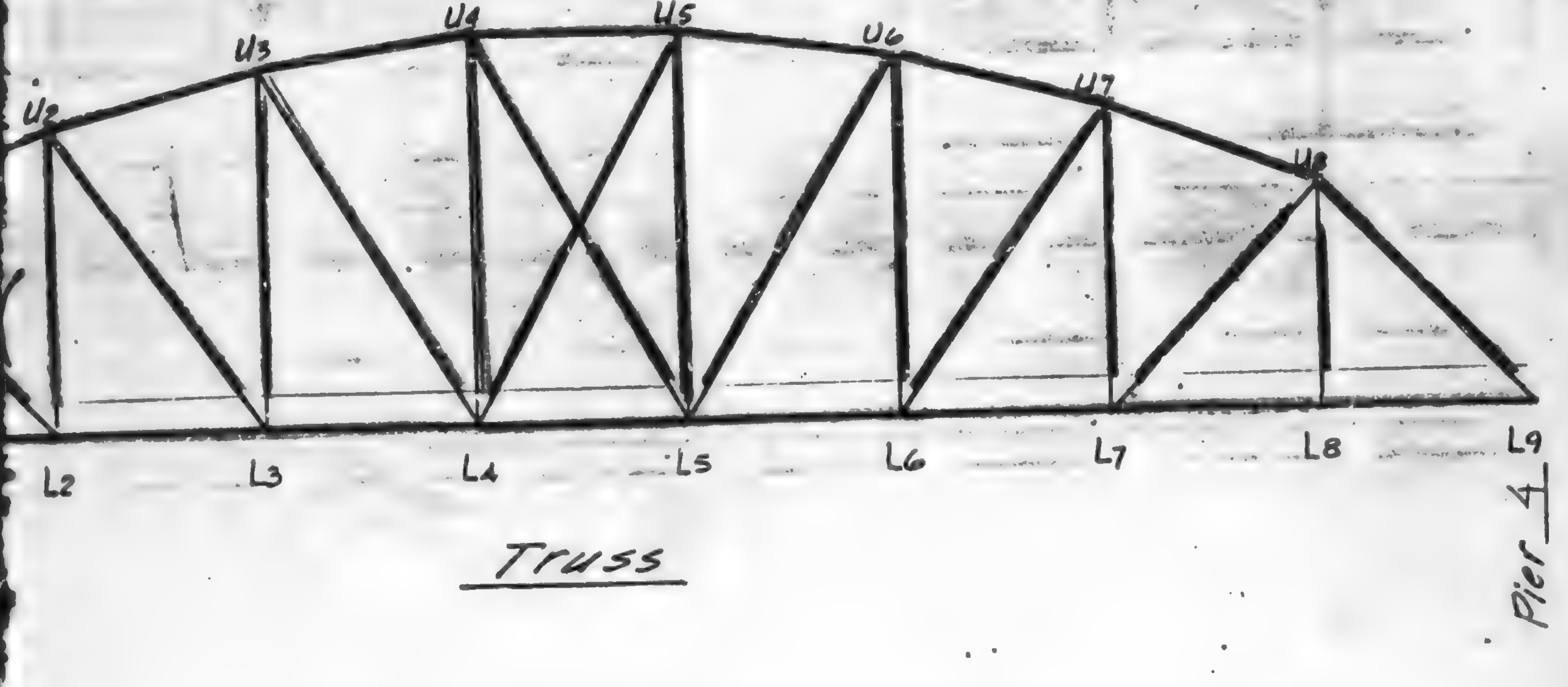
Truss

Pier 3

Looking Upstream
Span 3 - Rt. Side


U2
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Pier 4

Truss

OBEC CONSULTING ENGINEERS
P O Box [illegible] Springfield, Oregon [illegible] [illegible]

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED	APPD:	FILE NO
DRAWN CM	DATE:	SHEET 1 of 2
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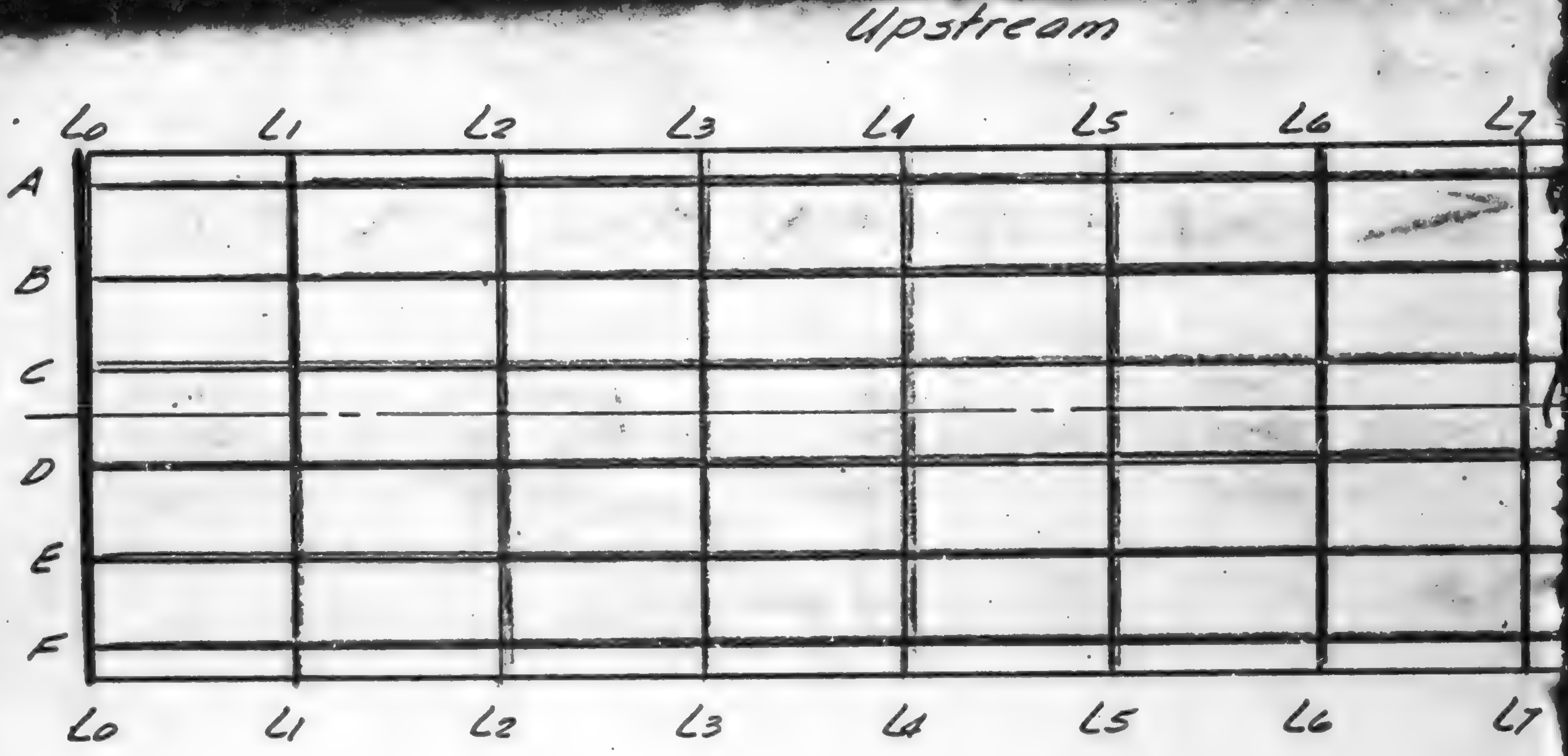
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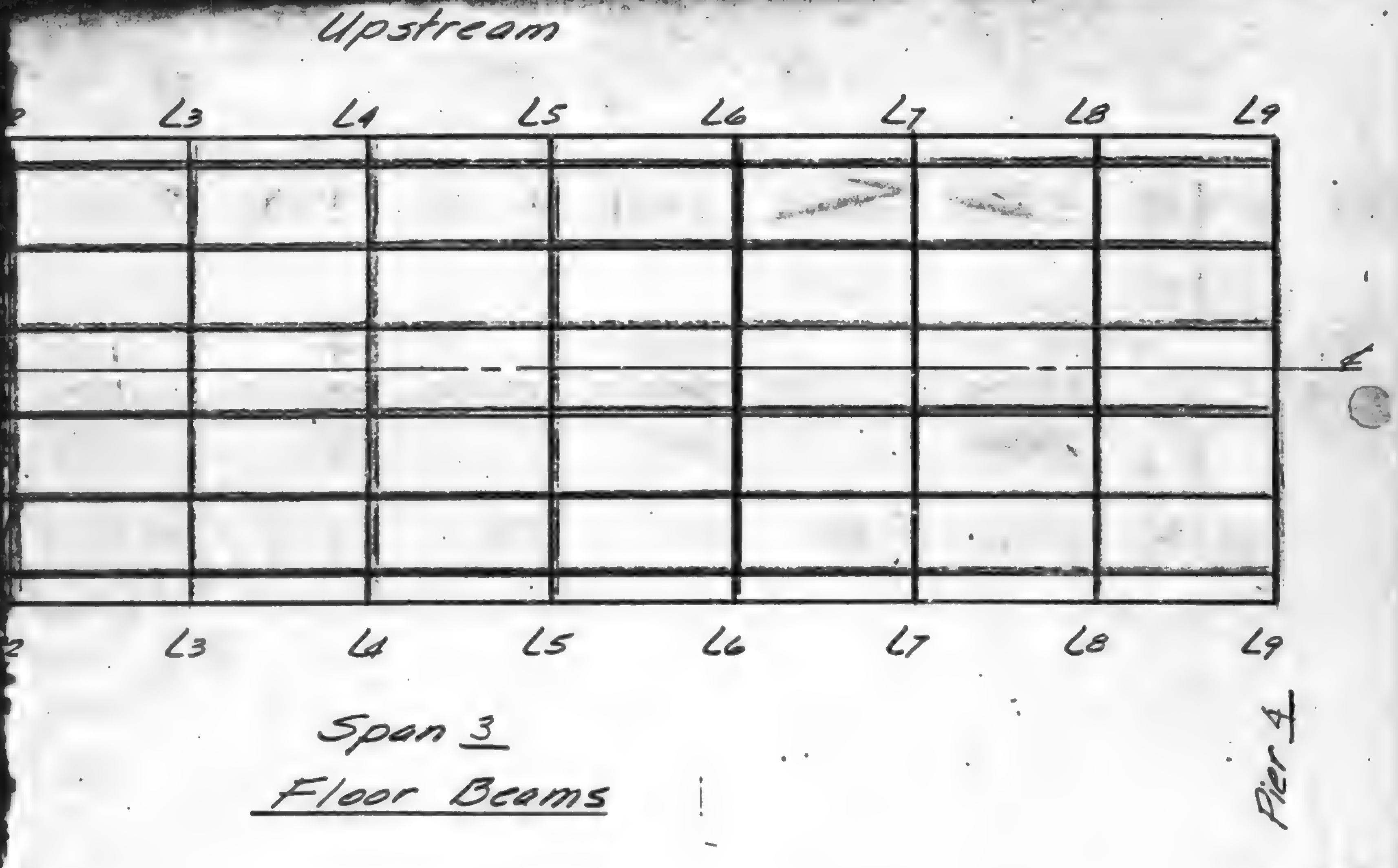
Span 3
Floor Beams

Pier 3

COPY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Pier 4

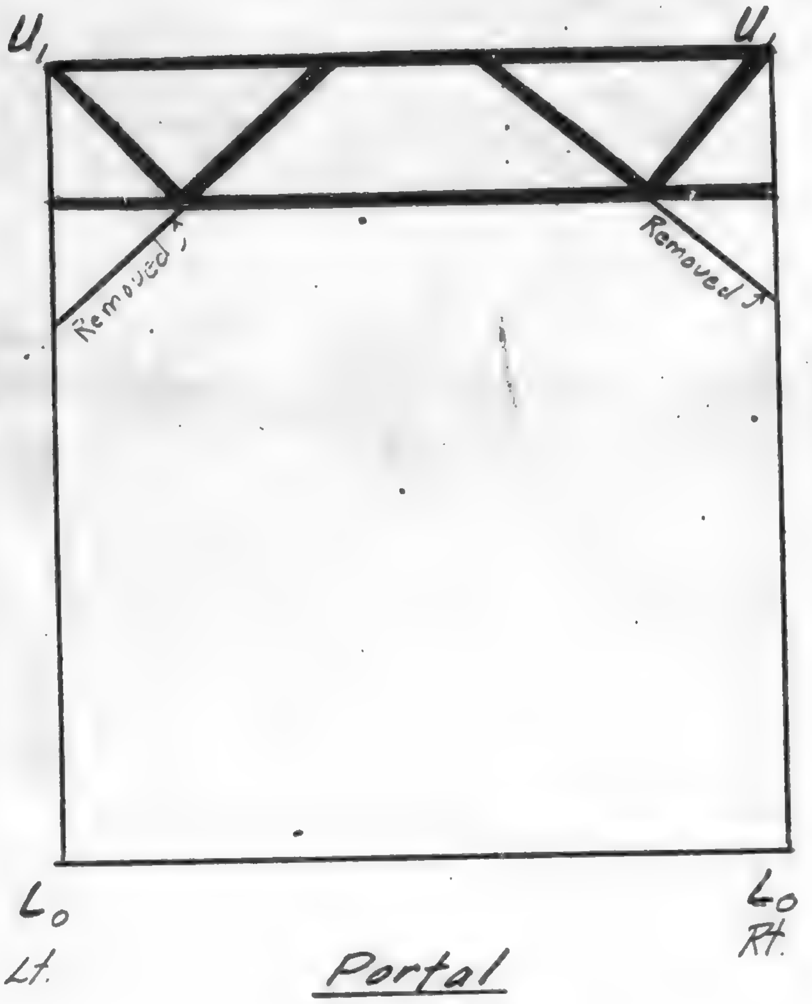
Span 3
Floor Beams

OBEC CONSULTING ENGINEERS
P.O. Box [illegible] Springfield, Oregon [illegible] [illegible]

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED	APPD.	FILE NO.
DRAWN CM	DATE:	SHEET OF
CHK'D	PROJ 19-2	

COPY



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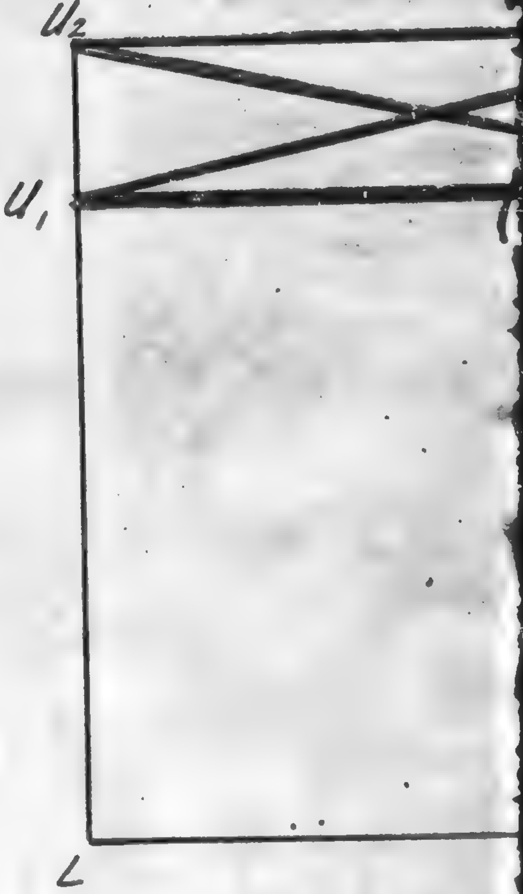

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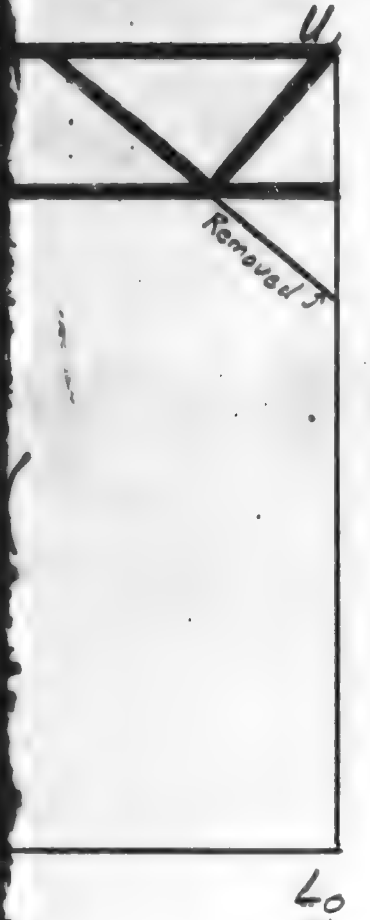
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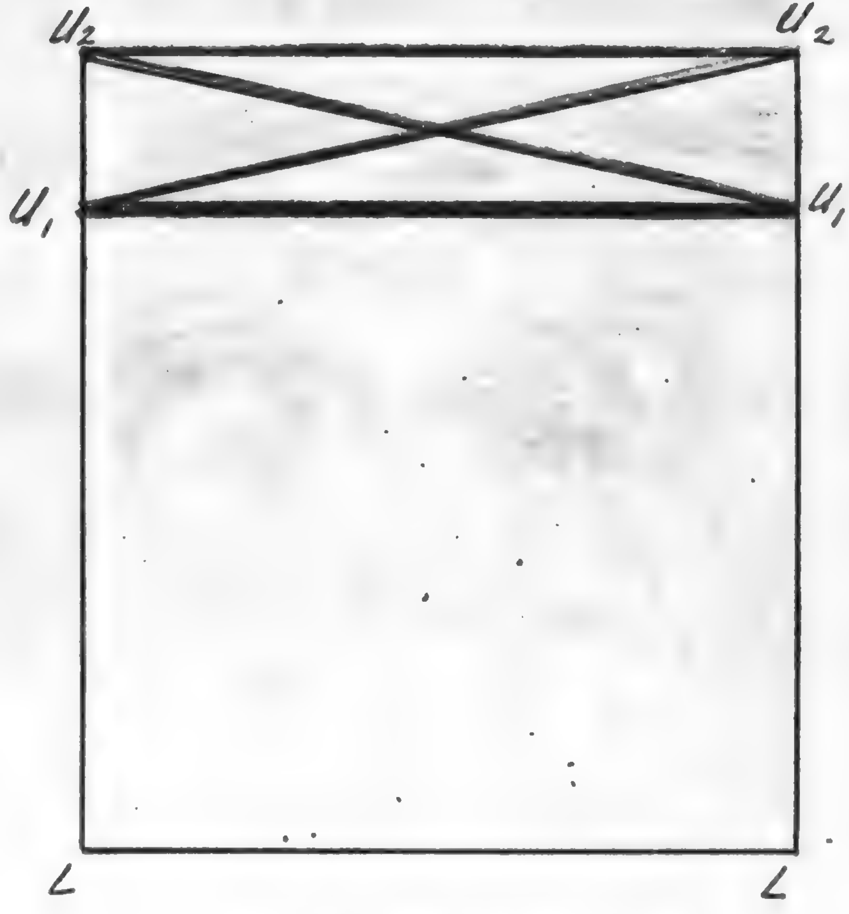
U2
U2
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Intermediate
Span 3

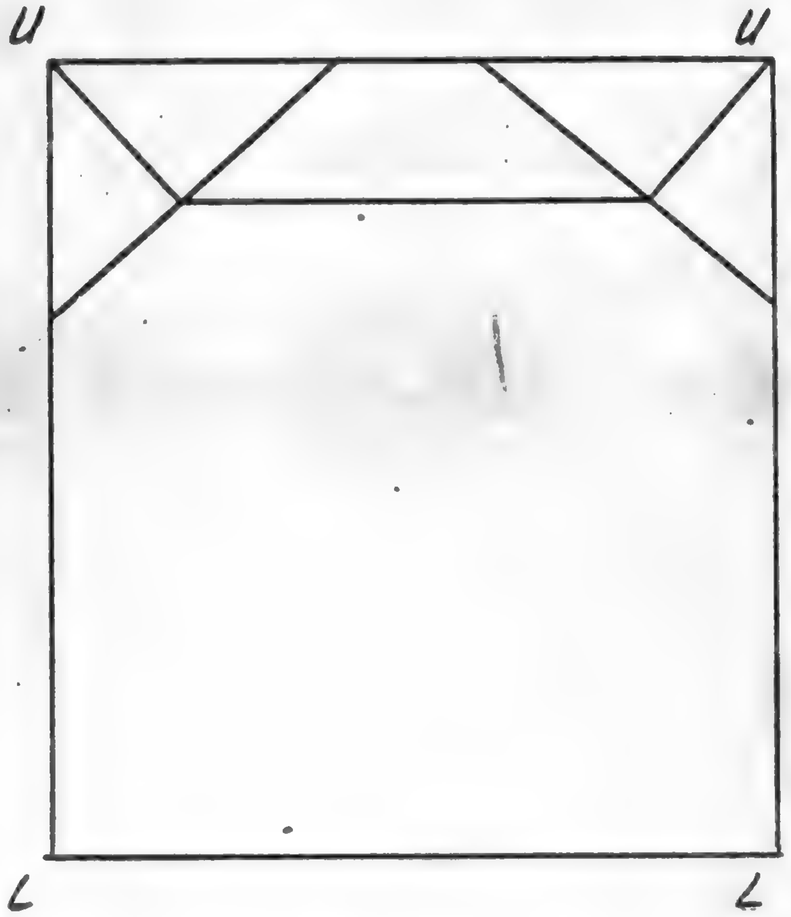
OBEC CONSULTING ENGINEERS
P.O. Box 22 Springfield, Oregon 97477 503-746-9673

WILLAMETTE RIVER BRIDGE
BRIDGE No 583
HARRISBURG, OREGON

PAINTING INSPECTION

DESIGNED:	APPD:	FILE NO
DRAWN CM	DATE:	SHEET 25 of 32
CHK'D	PROJ. 19-2	

COPY



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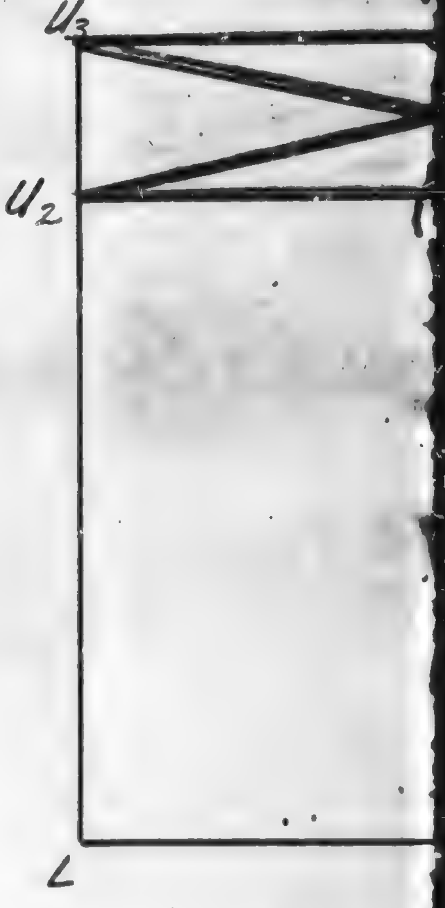

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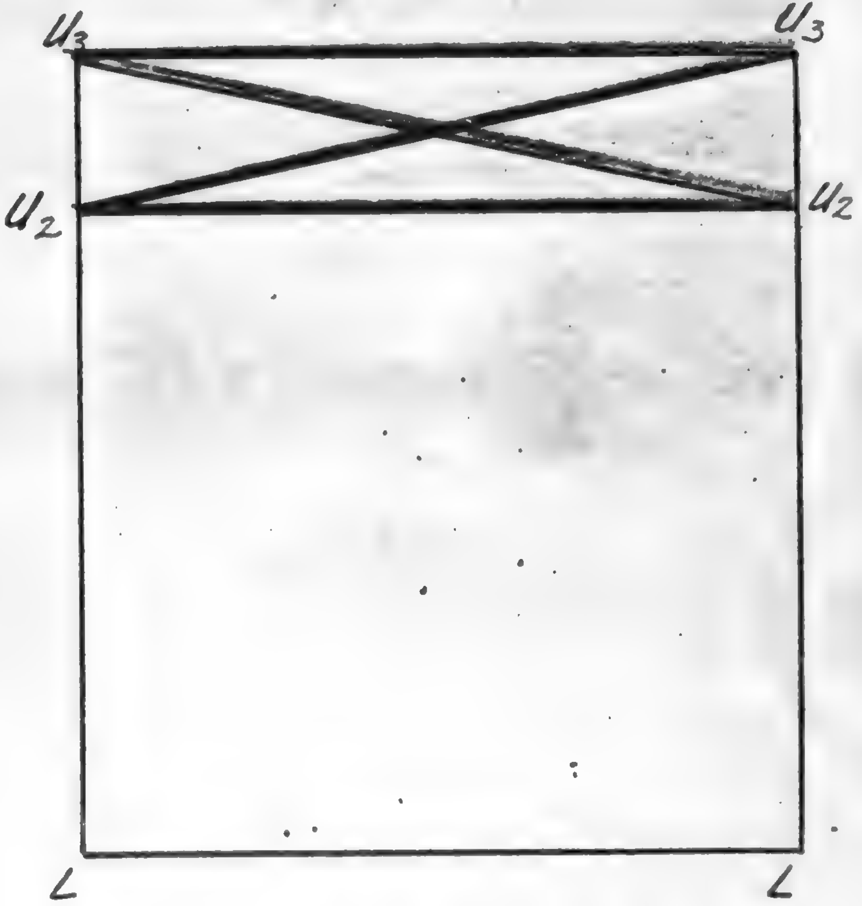


Intermediate
Span 3

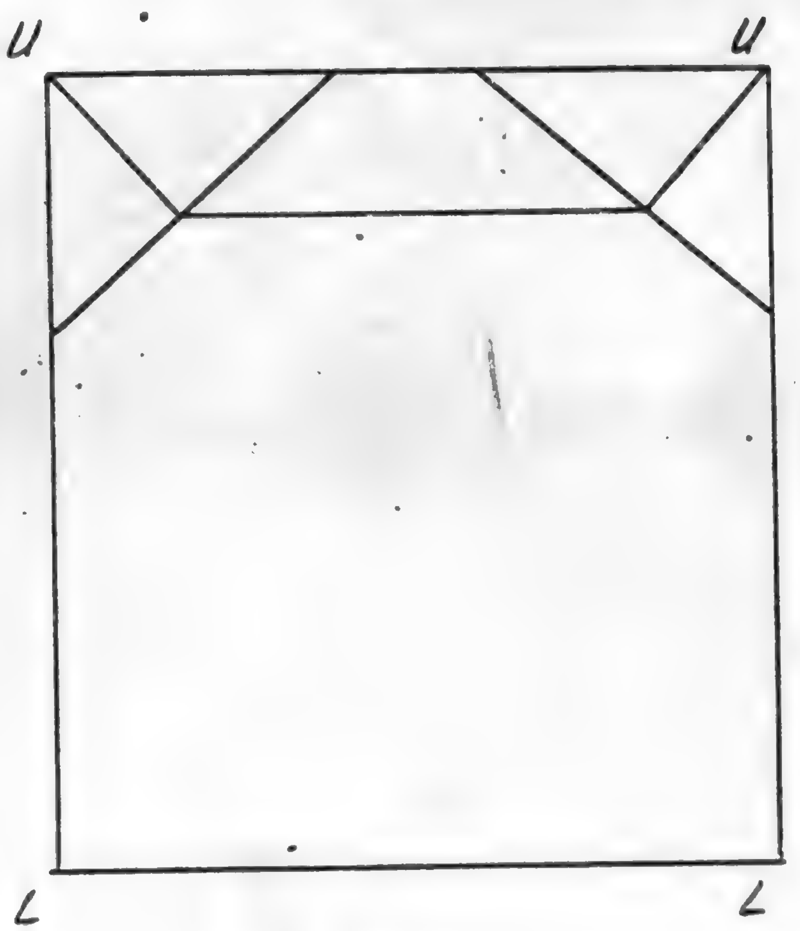
OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-9673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

PAINTING INSPECTION

DESIGNED	APPR:	FILE NO
DRAWN CM	DATE:	SHEET 1 OF 2
CHK'D	PROJ 19-8	

COPY



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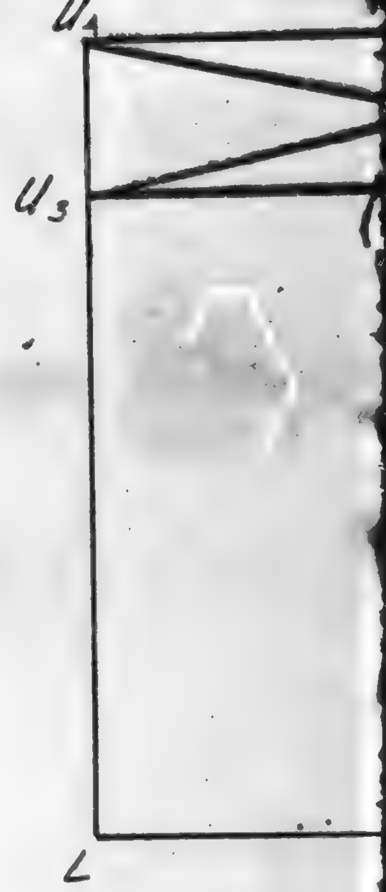

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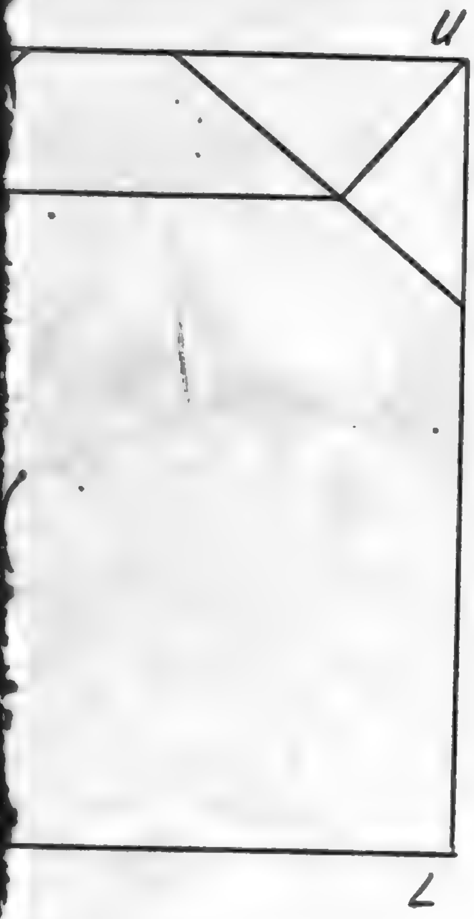

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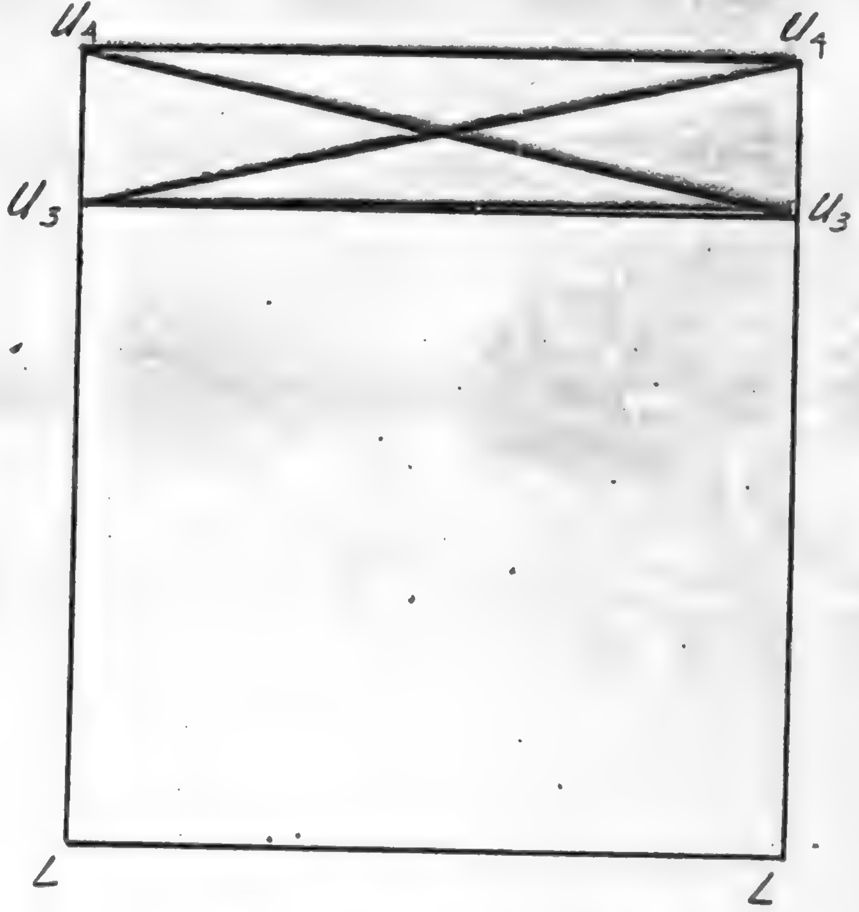


Intermediate
Span 3

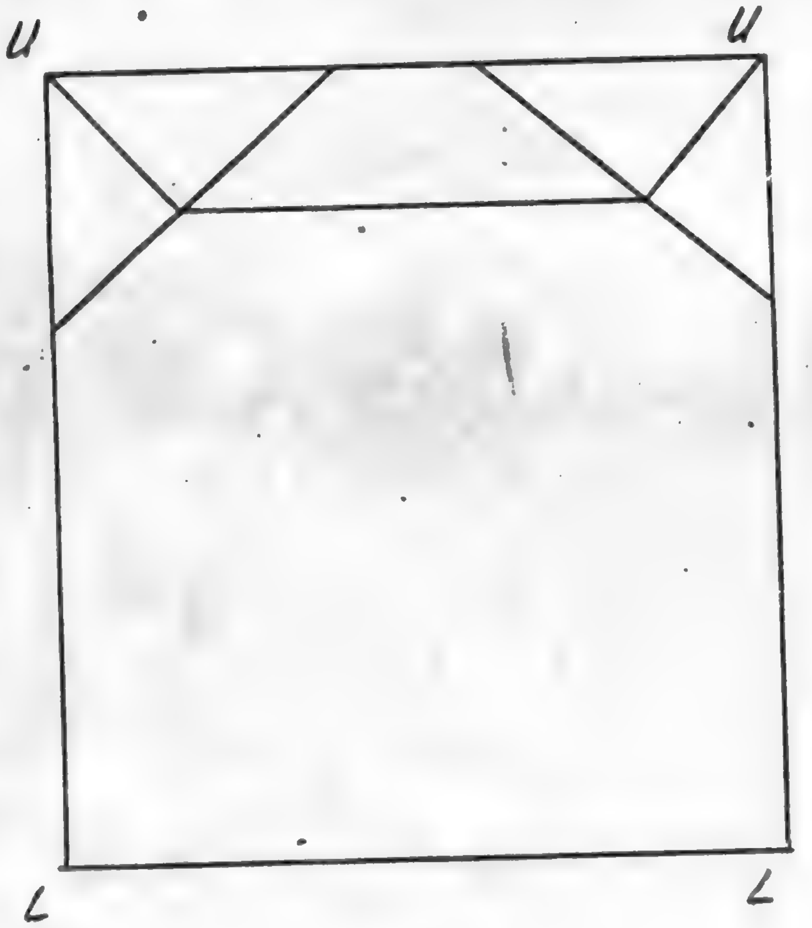
OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-0673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

PAINTING INSPECTION

DESIGNED:	APPD:	FILE NO
DRAWN CM	DATE:	SHEET 2 OF 32
CHK'D	PROJ: 14-2	

COPY



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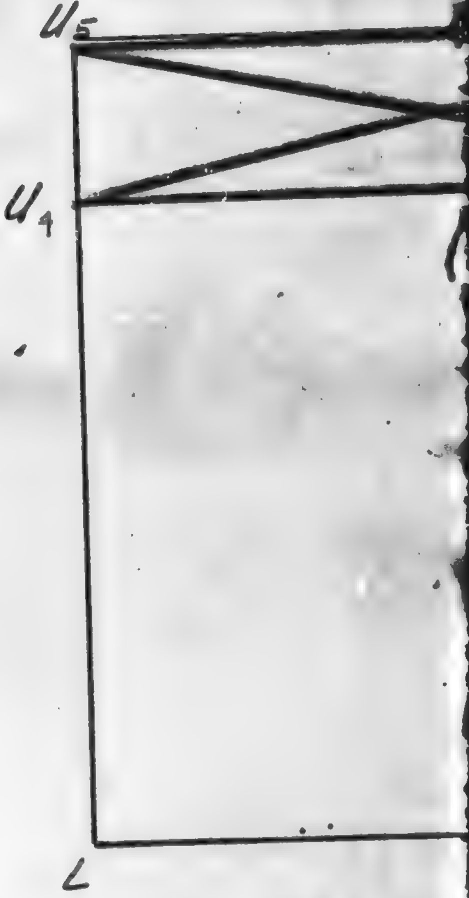

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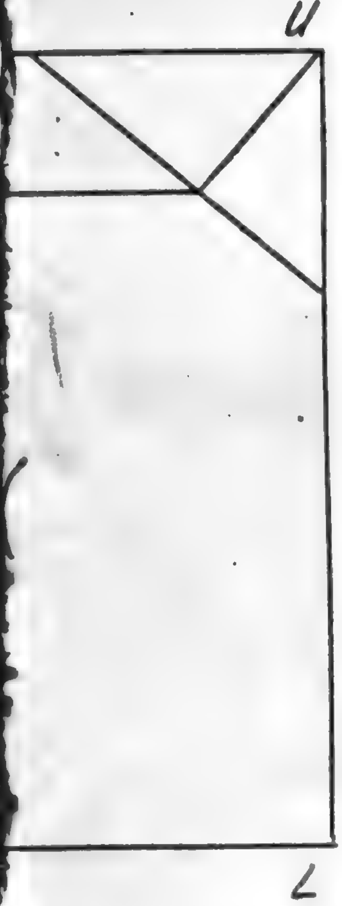

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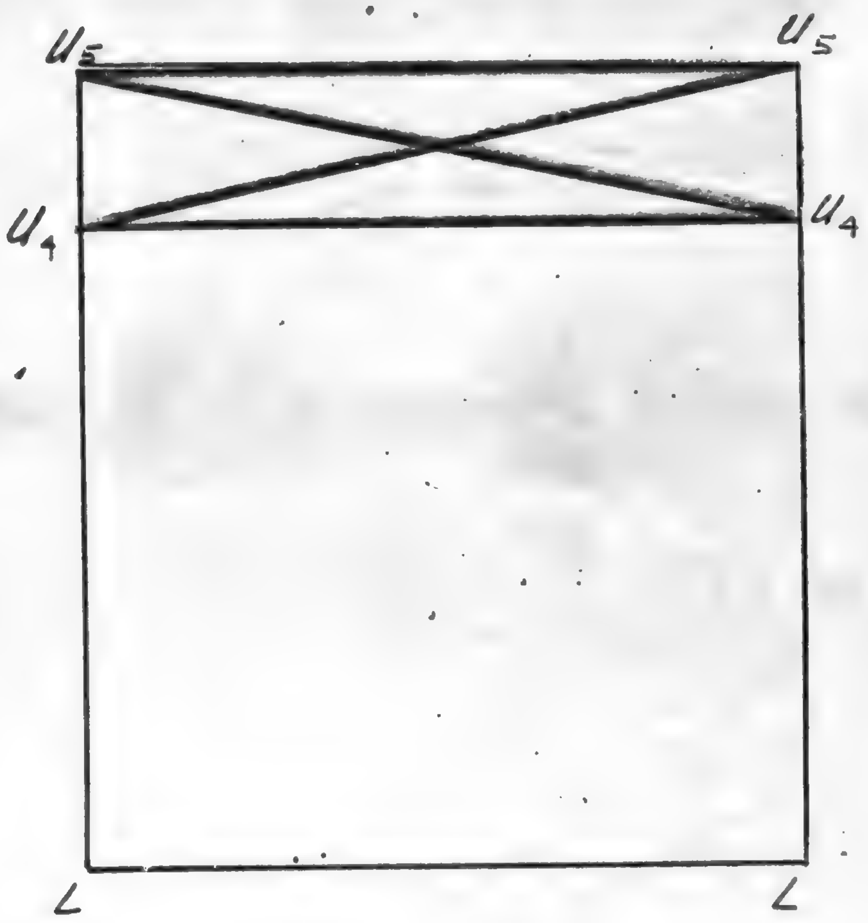


Intermediate
Span 3

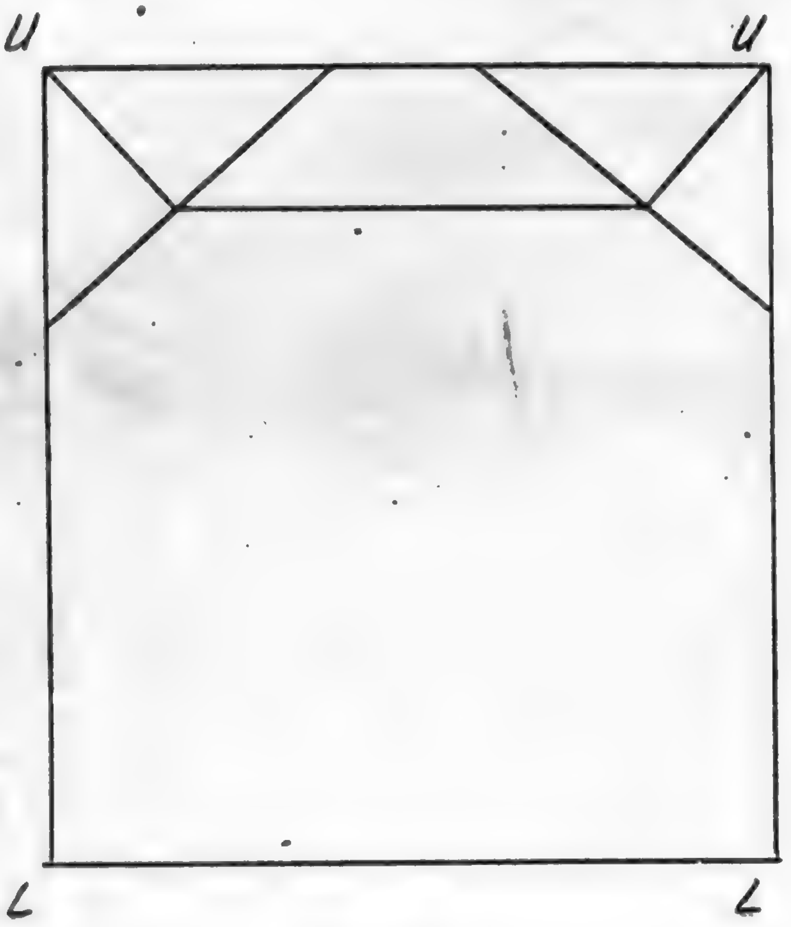
OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-9673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

PAINTING INSPECTION

DESIGNED:	APPR:	FILE NO
DRAWN CM	DATE:	SHEET 3 OF 32
CHK'D	PROJ: 19-2	

COPY



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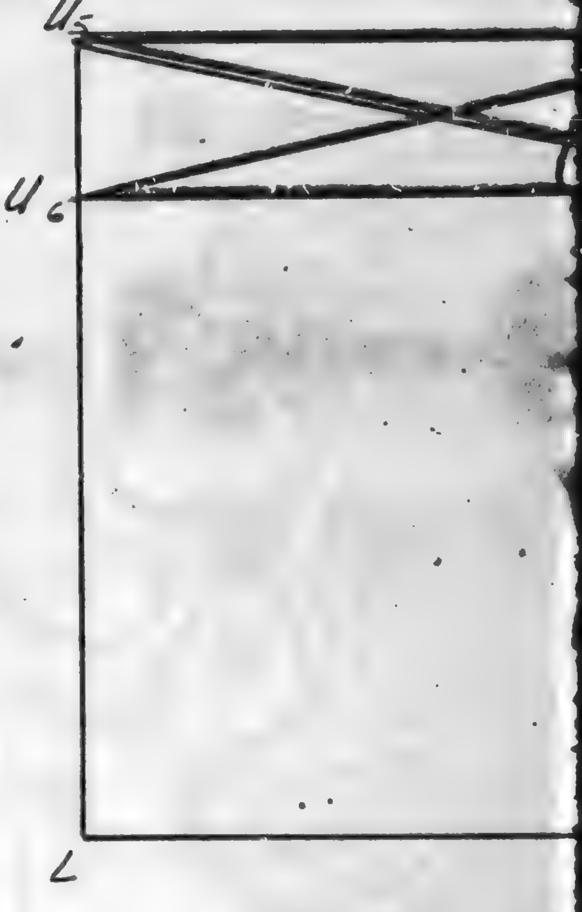

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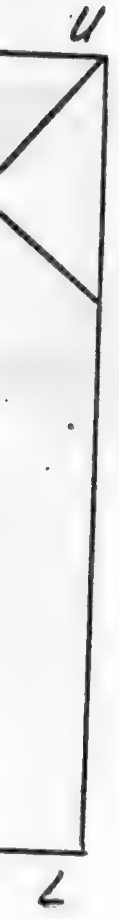
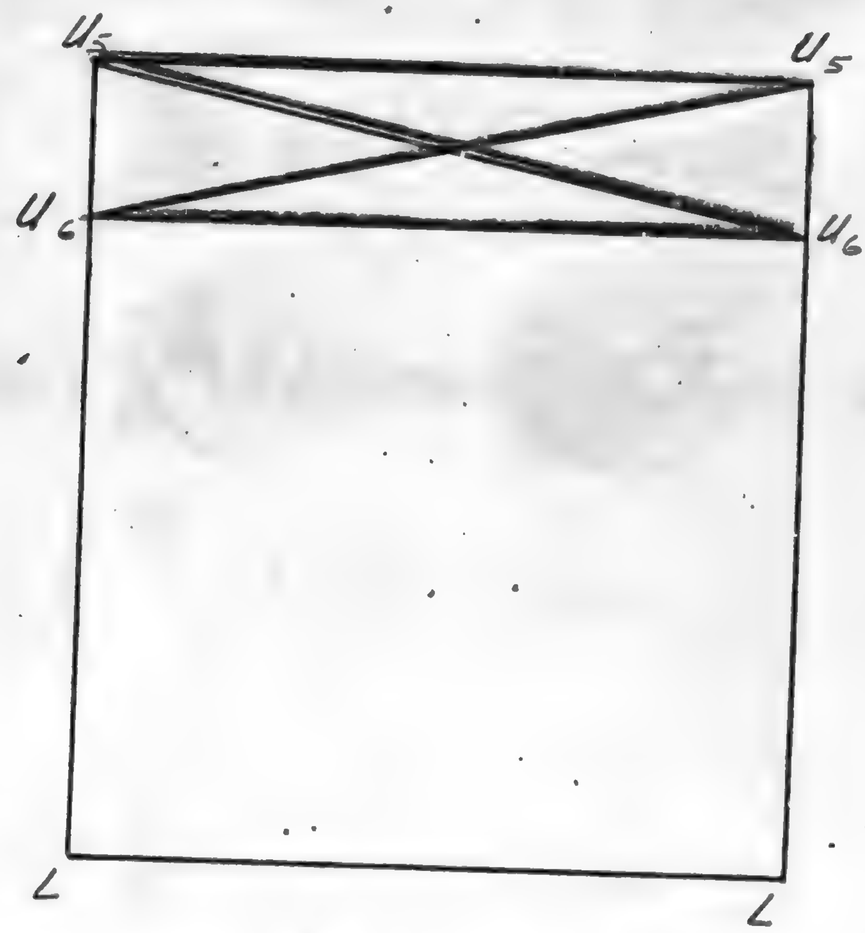




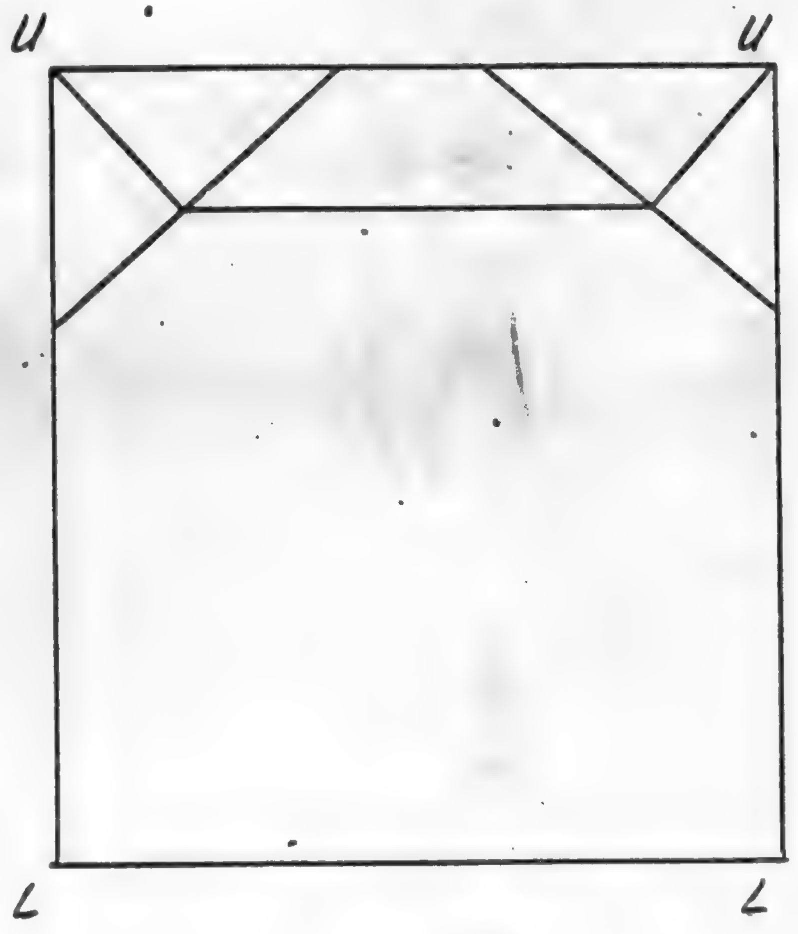
Intermediate
Span 3

OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-9673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

PAINTING INSPECTION

DESIGNED:	APPD:	FILE NO
DRAWN CM	DATE:	SHEET OF 32
CHK D	PROJ 19-2	



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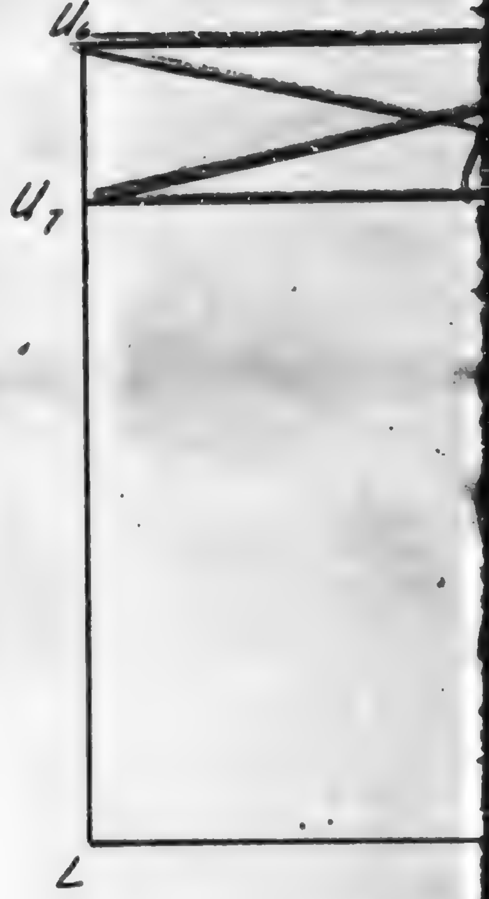

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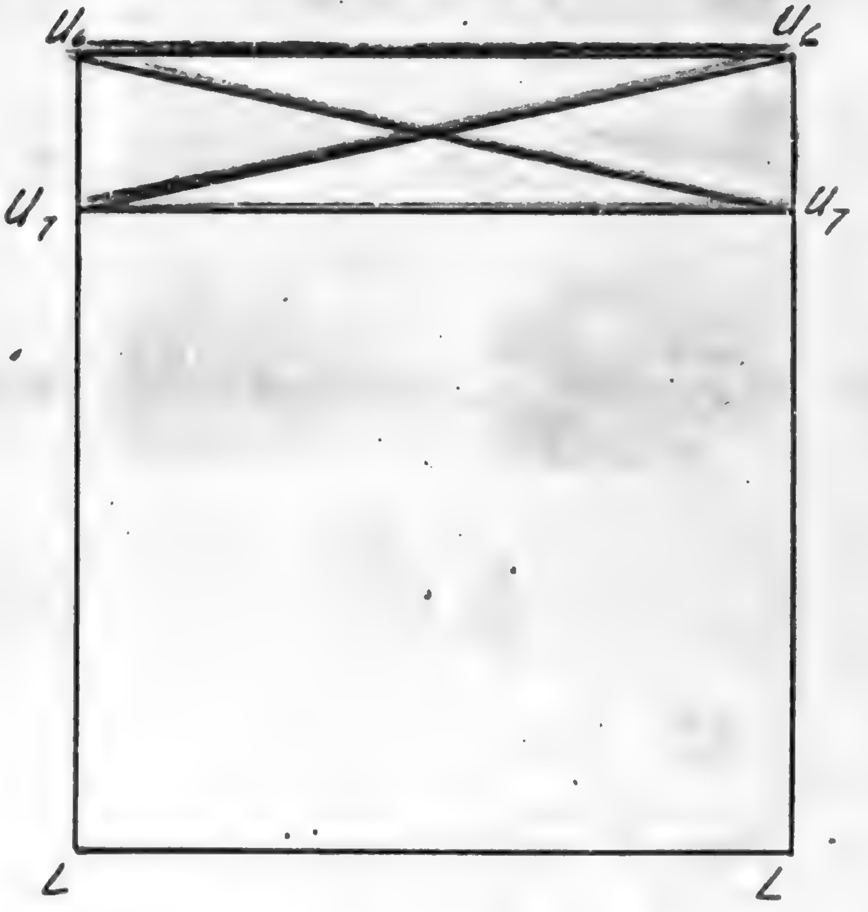


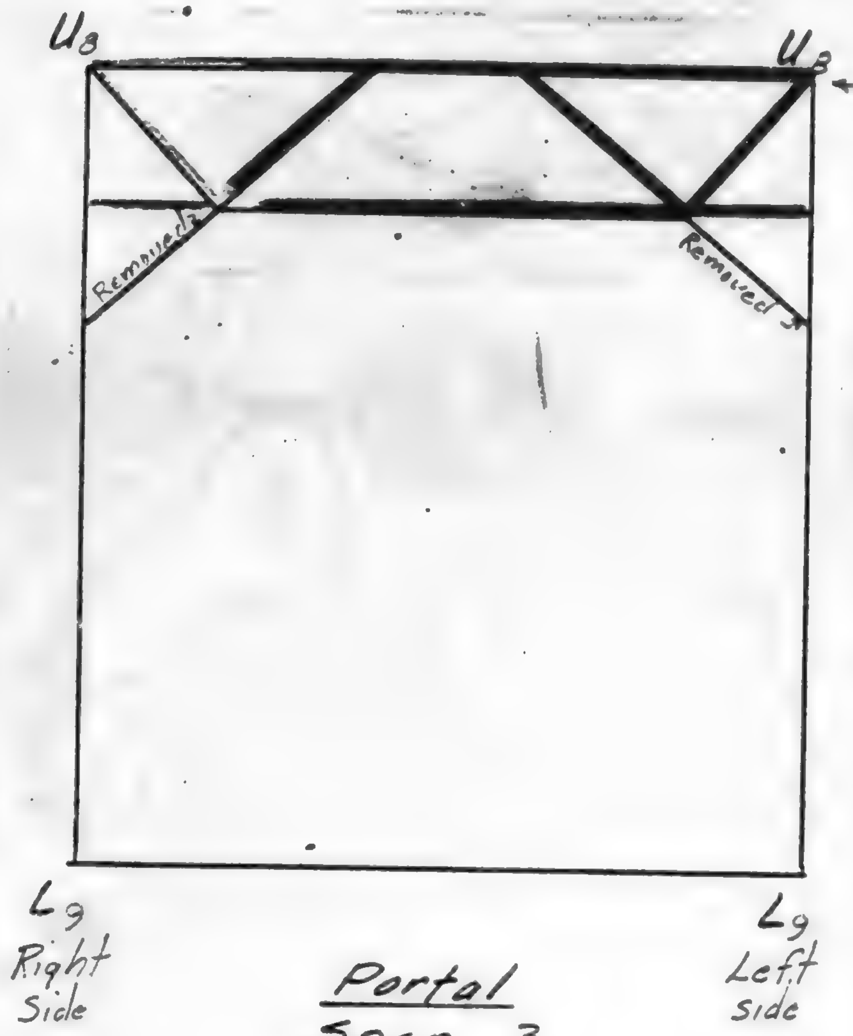
Intermediate
Span 3

OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-0673

WILLAMETTE RIVER BRIDGE
BRIDGE No 583
HARRISBURG, OREGON

PAINTING INSPECTION

DESIGNED	APPR:	FILE NO
DRAWN CM	DATE:	SHEET 25 OF 32
CHK'D	PROJ: 19-8	


U8
U8
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Right Side
L9
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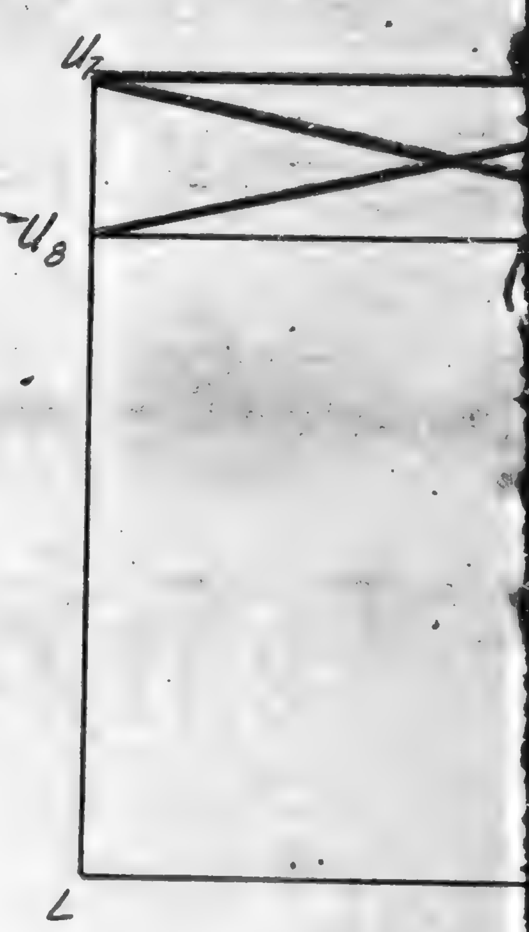
Portal
Span 3

Looking back on Line.



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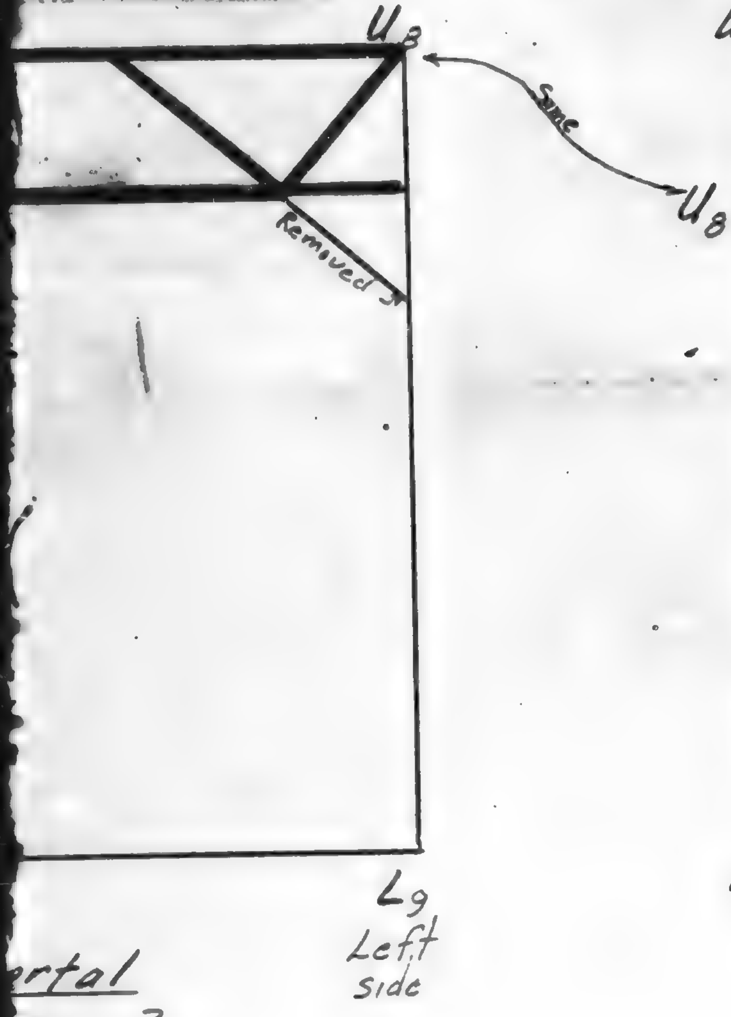
U8
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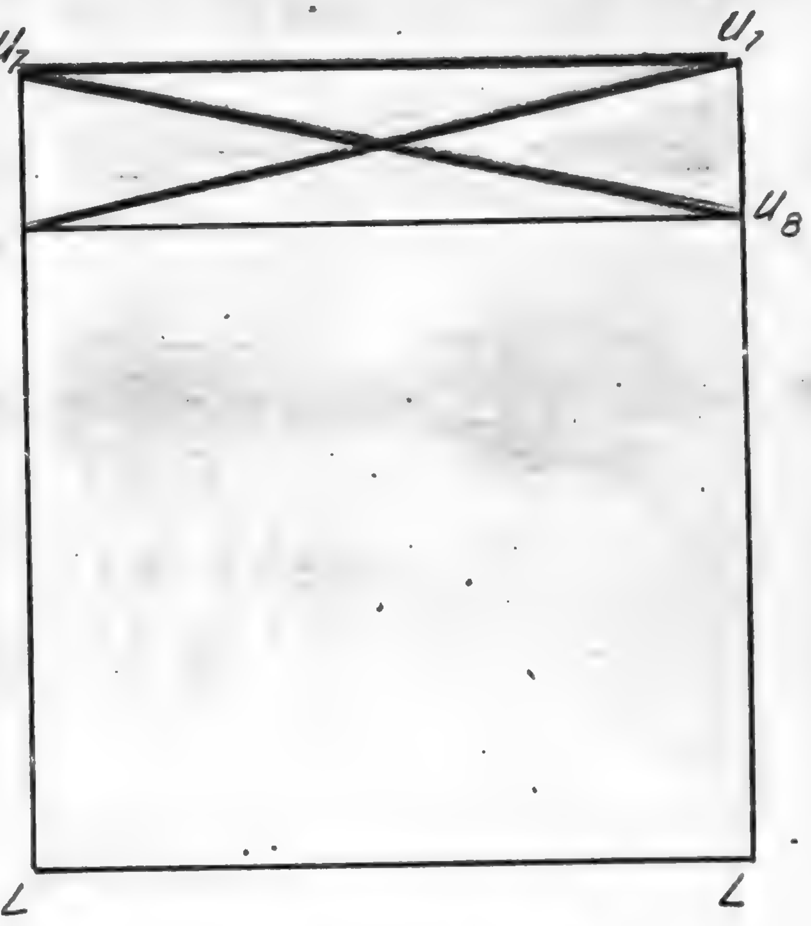


Intermediate
Span 3

Looking ahead on line

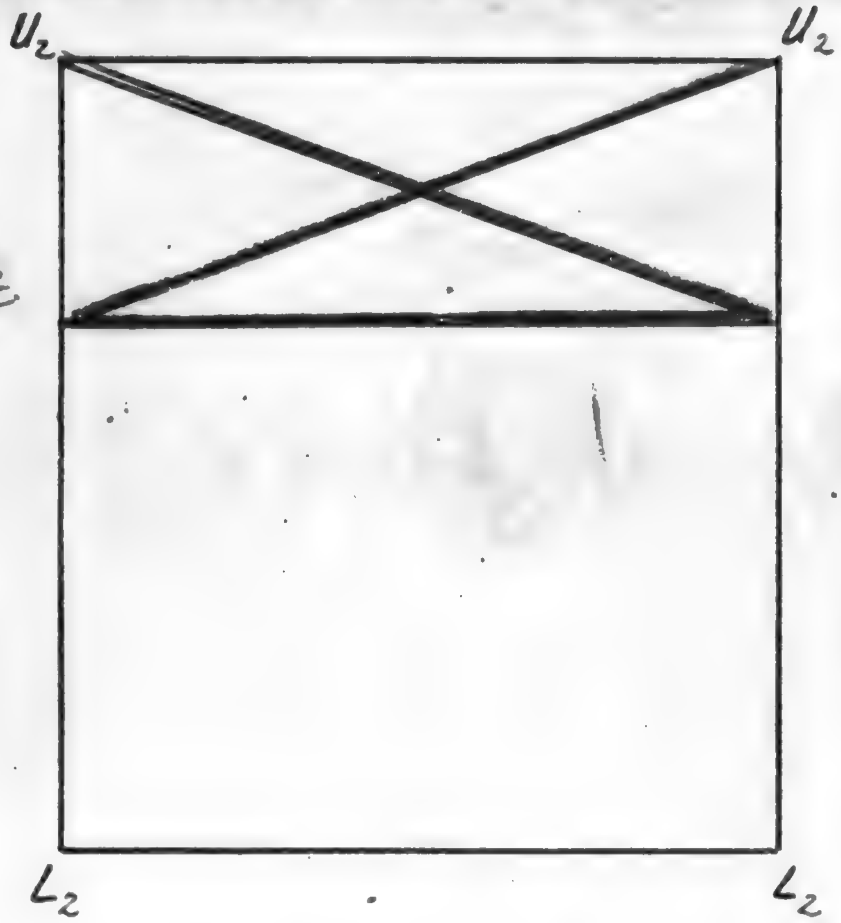
OBEC CONSULTING ENGINEERS
P.O. Box [illegible] Springfield, Oregon 97477 503-[illegible]

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON

PAINTING INSPECTION

DESIGNED:	APPR:	FILE NO
DRAWN CM	DATE:	SHEET 26 OF 32
CHK'D	PROJ 79-2	

COPY



Typical Sway Bracing
Span 3

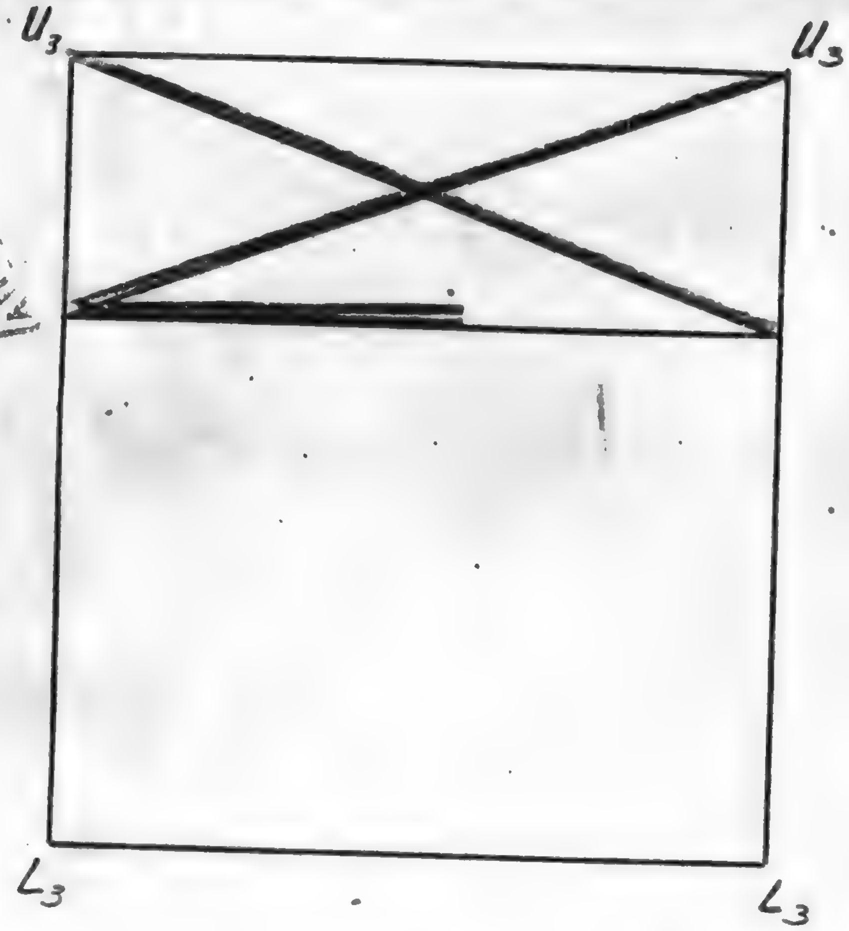
U_2
L_2
Bracing

OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-0673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED	APPR:	FILE NO
DRAWN CM	DATE.	SHEET 1 of 2
CHK'D	PROJ 14-2	

COPY



Typical Sway Bracing
Span 3

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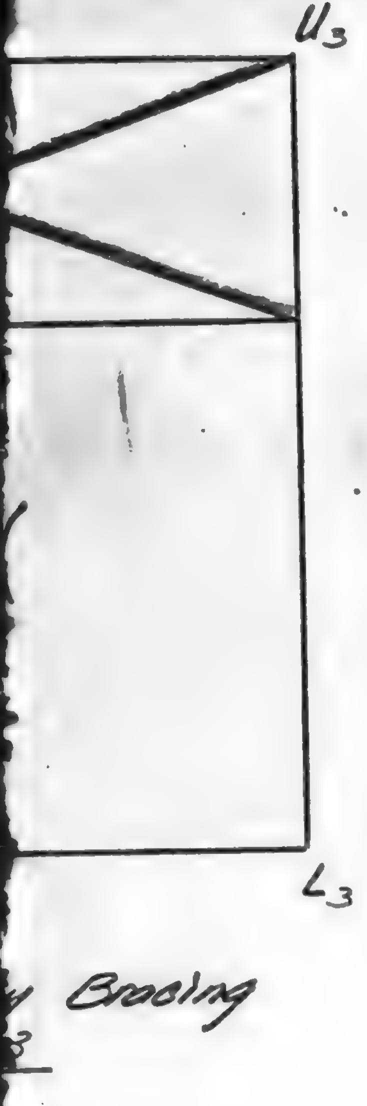

OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-9673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED:	APPR.	FILE NO.
DRAWN CM	DATE.	SHEET 29 OF 32
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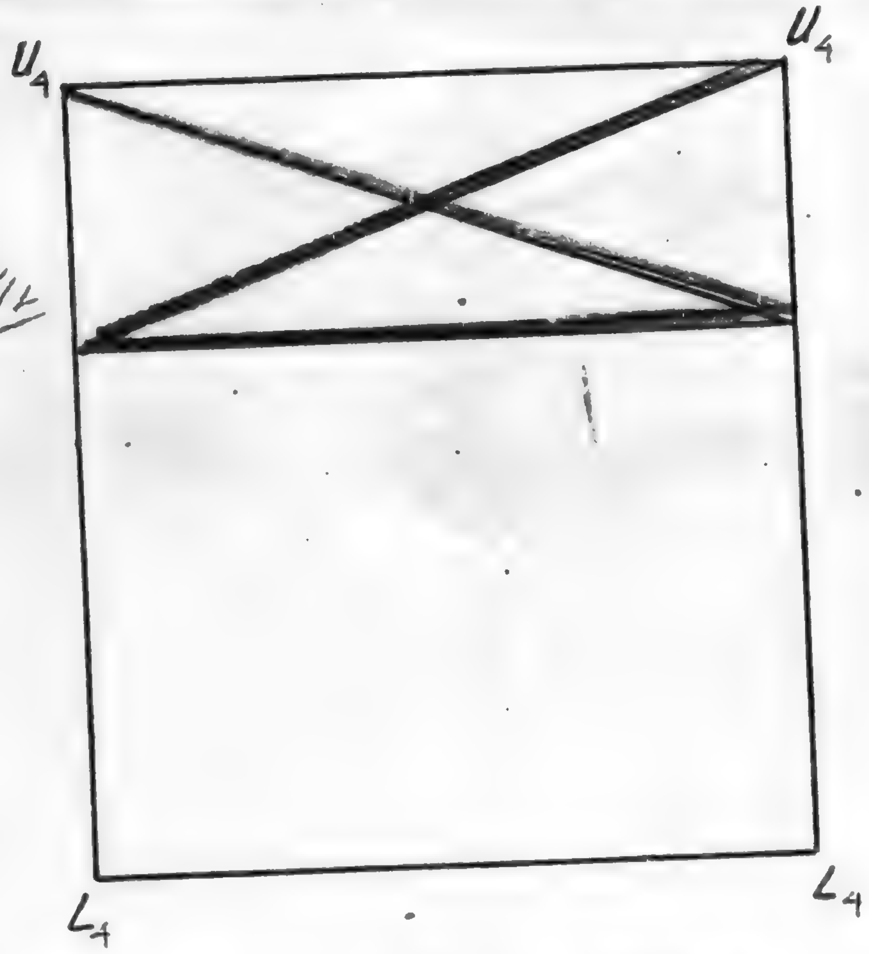
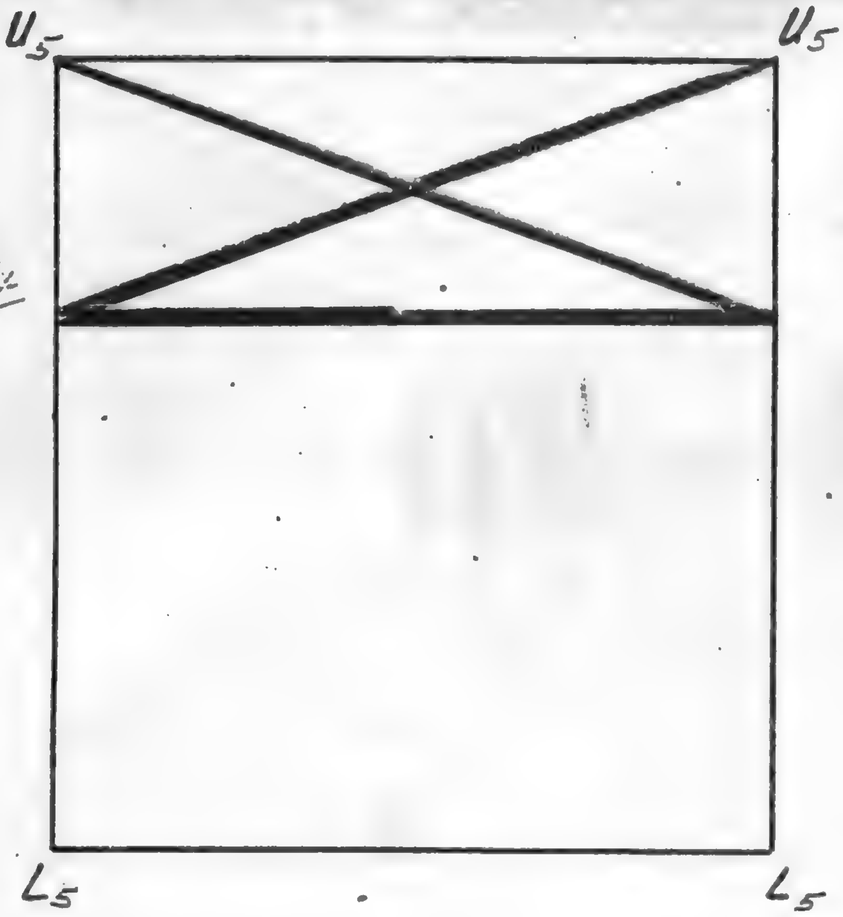


Typical Sway Bracing
Span 3

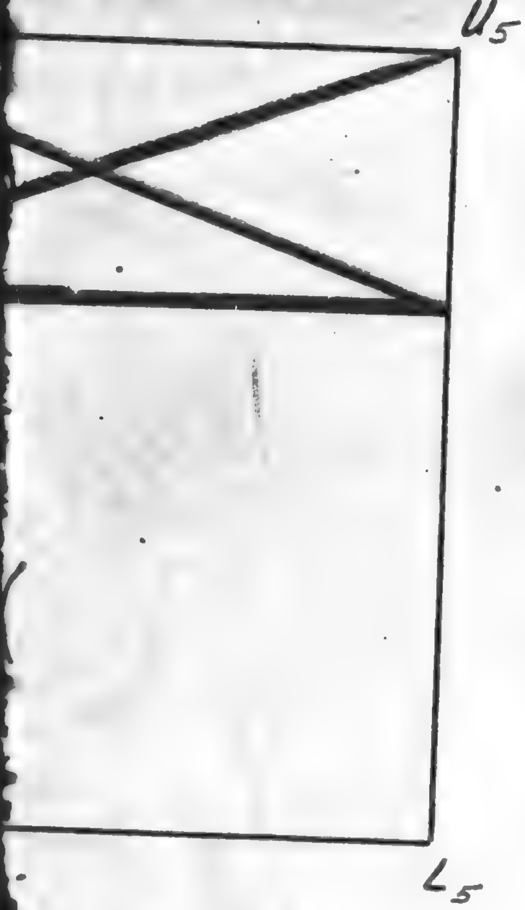
Sway Bracing
n 3

OBEC CONSULTING ENGINEERS P.O. Box 77 Springfield, Oregon 97477 503-746-8473		
WILLAMETTE RIVER BRIDGE BRIDGE No. 583 HARRISBURG, OREGON		
PAINTING INSPECTION		
DESIGNED.	APPD:	FILE NO
DRAWN CM	DATE.	SHEET 24 OF 32
CHK'D	10-5	

COPY



Typical Sway Bracing
Span 3

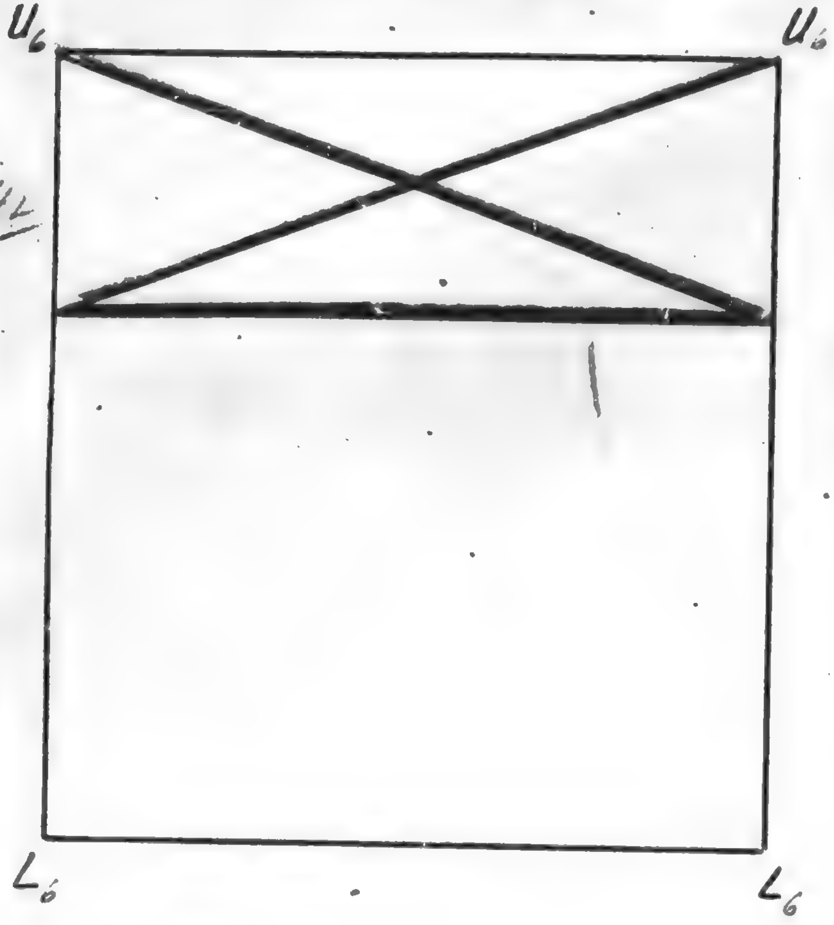


Sway Bracing
n 3

OBEC CONSULTING ENGINEERS
P.O. Box 12 Springfield, Oregon 97477 503-746-0673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED:	APPD:	FILE NO.
DRAWN C.M	DATE:	SHEET 30 OF 32
CHK'D	PROJ 19-2	



Typical Sway Bracing
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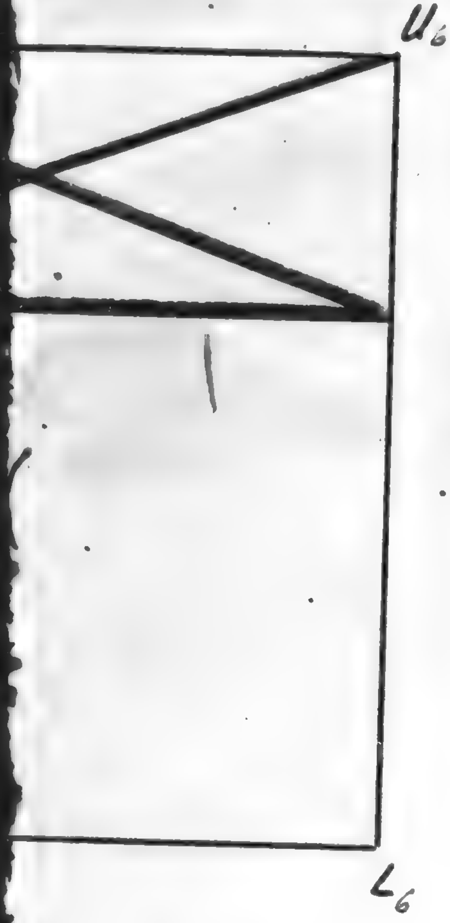

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OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-9673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED:	APPD.	FILE NO
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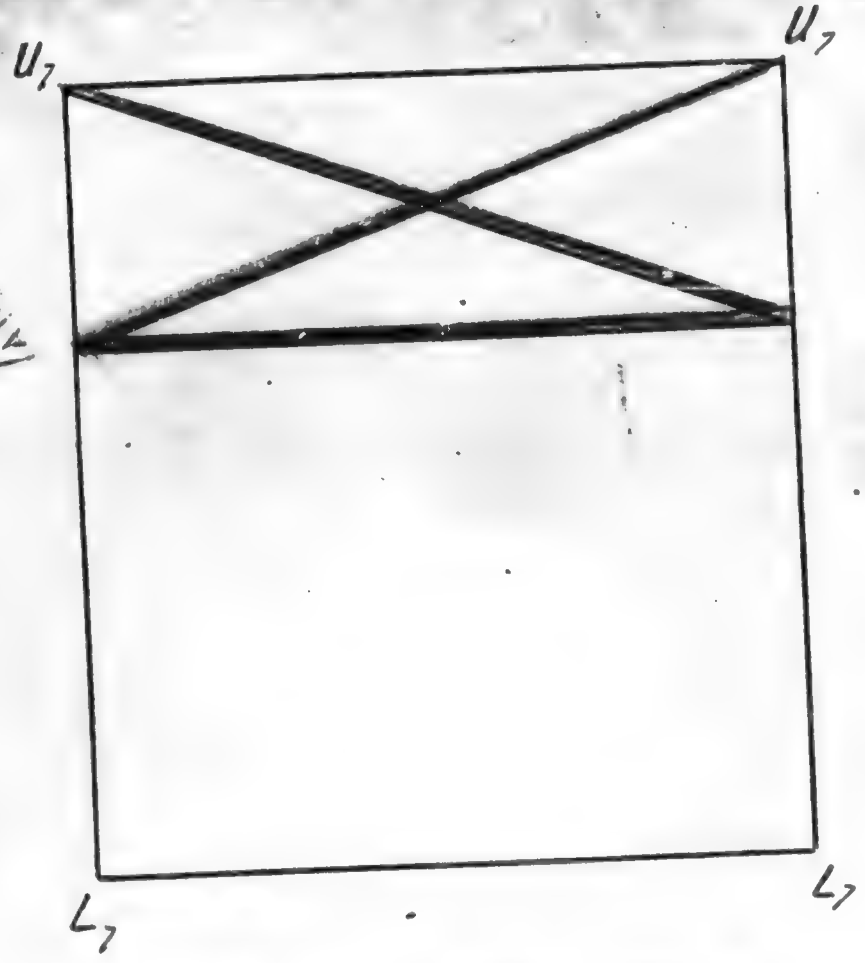

Typical Sway Bracing
Span 3

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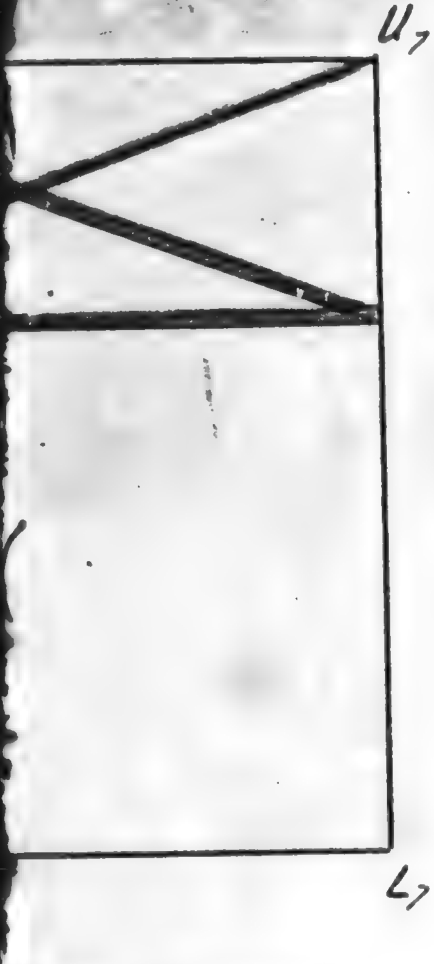

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OBEC CONSULTING ENGINEERS
P.O. Box 77 Springfield, Oregon 97477 503-746-9673

WILLAMETTE RIVER BRIDGE
BRIDGE No. 583
HARRISBURG, OREGON
PAINTING INSPECTION

DESIGNED.
DRAWN CM
CHK'D
APPD:
DATE.
FEB 14-2
FILE NO
SHEET 7 OF 32

887

September 24, 1979

Rodda Paint Co.
6932 S.W. Macadam Avenue
Portland, OR 97219

Attention: Ruth M. Leines
Credit Manager

Gentlemen:

Your letter of August 28, 1979, to Mr. Jack Martin, Resident Engineer in Albany, has been forwarded to us advising that you have furnished paint and painting materials to Sunset Coatings Co., Inc. and have not been paid for the material.

You indicated in your letter that a claim may be filed for the materials which you furnished on the project. For your information, we are attaching Excerpts From Oregon Revised Statutes Relating to Public Contracts, Bonds, Actions on Bond. The execution and contents of the notice of claim are outlined on pages 2 and 3 of the excerpt.

If you decide to file a claim against this contract, you can direct it to this office and we will advise the Secretary of State and notify the prime contractor and surety.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Attachments

bc: Jack Martin, Resident Engineer
G. W. Wimer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 22-4216

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 13, 1979

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: C. W. Head
COMMISSION SERVICES

SUBJECT: Material Cost Claim
Maintenance Painting Project
Willamette R. (Harrisburg) Br.
Contract - 8871

Rodda Paint Co., by the (original) attached August 28, 1979, letter, claim Sunset Coating has not paid for paint utilized on the subject project.

Please file this claim against the project in the usual manner. Besides letting the surety know in the usual manner, let Charles L. Kobin, 610 SW Alder St., Suite 800, Portland, Oregon 97205, know.

Sunset Coating hasn't worked on this project in nearly two (2) months. The surety has been invited to mitigate their loses.

GW/mdd

Attch.

cc: Jack Sollis Attn: Bill Nessly w/attch.
C. T. Keasey w/attch.
Jack Martin

RECEIVED
SEP 14 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rodda paint

Portland: 119th & Glisan, N.E.
7th & Taylor, S.E.
Macadam, S.W.
Beaverton: Hall Blvd.
Medford: Court Street

6932 S.W. Macadam Avenue • Portland, Oregon 97219 • (503) 244-7512

August 28, 1979

Mr. Jack Martin
Oregon State Highway Dept. - 22-4216
3400 Spicer
Albany, Oregon 97321

Re: Willamette River Bridge - Harrisburg
Contract No. 8871
Sunset Coating - Contractors

Dear Mr. Martin:

We have furnished paint and painting material to Sunset Coating of 3106 York Rd., Everett, Washington - Lonnie Cook, Owner. To date, payment has not been received on any of the materials delivered.

This is to advise you that a claim may be filed for all materials furnished on the project.

Sincerely,

RODDA PAINT CO.

Ruth M. Leines

Ruth M. Leines
Credit Manager

RML:cjs
cc: American Fidelity Fire Ins. Co.
c/o Surety Insurance Services Inc.
P. O. Box 21308
Seattle, Washington 98111

RECEIVED
SEP 14 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
AUG 31 1979
J.M. MARTIN, Res. Engr.
☒ RE ☐ AR ☐ OE ☐ CI ☐ IN

8871

September 12, 1979

Mr. Fred B. Miller
Brown, Hansen & Steenson
Attorneys at Law
705 Standard Plaza
Portland, OR 97204

Dear Mr. Miller:

Reference is made to your letter of September 10, 1979, concerning the Willamette River Bridge at Harrisburg, Oregon. The information which you requested is as follows:

1. Contract No. 8871 - maintenance painting, Willamette River (Harrisburg) Bridge Section, Albany-Junction City Highway, Lane and Linn Counties.
2. Sunset Coatings Co., Inc.
   3106 York Road, Everett, WA 98204
3. Oregon Transportation Commission
   State Highway Division
   121 Transportation Building
   Salem, OR 97310
4. Not completed.
5. Copy of contract and bond covering this project (attached). The American Fidelity Fire Insurance Co. is the surety on this contract.
6. Special provisions are included in the contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr
Attachment

bc: Jack Sollis
C. T. Keasey

BROWN, HANSEN & STEENSON
ATTORNEYS AT LAW
705 STANDARD PLAZA
PORTLAND, OREGON 97204
AREA CODE 503-228-4331

GARTHE BROWN
LEE A. HANSEN
BRIAN A. STEENSON
LAWRENCE C. WEST
FRED B. MILLER
PATRICK G. BOYLSTON

September 10, 1979

Mr. C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Willamette River Bridge at Harrisburg, Oregon

Dear Mr. Head:

We represent LaGrand Industrial Supply Co. which furnished certain materials and equipment to Sunset Coatings Company, Inc., a subcontractor or perhaps the general contractor respecting performance of a public contract involving the Willamette River Bridge at Harrisburg, Oregon. We assume the public contract is being administered out of your office. We are advised the publiccontract is presently in litigation.

We would appreciate receiving the following information or documents at your early opportunity:

1. The name and number of the Public Works contract.
2. The name and address of the general contractor.
3. The name of the public body which let the public contract, and the address to which correspondence with that public body should be directed.
4. Verification whether or not the work has been accepted by the public body and, if so, the date of acceptance.
5. A copy of the performance bond filed by the general contractor. We understand that the surety is American Fidelity Fire Insurance, c/o Surety Insurance Services, Inc., P. O. Box 21308, Seattle, Washington 98111.
6. A copy of the specifications describing the work being performed under said public contract.

Thank you for your assistance.

RECE
11
COMM SERVICES
OF TRANSPORTATION

Very truly yours,

BROWN, HANSEN & STEENSON

Fred B. Miller

FBM/hd
cc: Mr. Louis LaGrand
LaGrand Industrial Supply Company

NOTED
C. W. HEAD

8871

B

PROFESSIONAL SERVICES
CONTRACT (Non-PERS)

8-28-7

This contract is made and entered into by and between the State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter called "State", and Oregon Bridge Engineering Corporation, an Oregon corporation, hereinafter called "OBEC".

WITNESSETH:

RECITALS:

WHEREAS, on January 29, 1979, State and Sunset Coatings Co., Inc., entered into a certain Maintenance Painting Contract No. 8871 for the preparation and painting of the Willamette River (Harrisburg) Bridge on the Albany-Junction City Highway, Lane and Linn Counties, Oregon; and

WHEREAS, on August 10, 1979, Sunset Coatings Co., Inc., informed State that it could not complete its obligations under the maintenance painting contract; and

WHEREAS, Sunset Coatings Co., Inc., has abandoned work on the maintenance painting contract and has left the work in an unfinished condition; and

WHEREAS, due to the nature of the work, lapse of time and inclement weather will cause State to lose substantial value of that portion of the work already done under the maintenance painting contract; and

WHEREAS, State has determined that in order to properly mitigate any damages resultant from Sunset Coatings Co., Inc.'s cessation of the work, to prevent deterioration of the work already started, and to properly assess State's factual and legal position, vis a vis Sunset Coatings, it is necessary to engage expert inspection, analysis and advice relating to the contract project; and

WHEREAS, due to adverse weather conditions, including rain on August 16-19, 1979, and the deteriorating nature of the work, it is critical that analysis, inspection and preventive measures immediately be taken by State regarding the contract project; and

WHEREAS, State has determined that OBEC is uniquely qualified to perform for State the inspections, assessments, reporting and advice-giving functions required by State in the expeditious manner required under the circumstances.

NOW, THEREFORE, the premises being as set forth above, State and OBEC hereby covenant and agree as follows:

1. Retirement System Status

OBEC is not a contributing member of the Public Employes' Retirement System and will be responsible for any federal or state taxes applicable to this payment. OBEC will not be eligible for any benefits from these contract payments of federal Social Security, state Workers' Compensation, unemployment insurance, or the Public Employes' Retirement System, except as a self-employed individual or entity.

2. Statement of Work

a. OBEC agrees to accomplish the following work under this contract:

To make an on-site field inspection of the present status of the maintenance contract blasting and painting of the Willamette River (Harrisburg) Bridge in light of Maintenance Painting Contract No. 8871, and to prepare a written report which evaluates and states the contract progress, the quality of the work already performed, and the necessity of and measures for the preservation of the value of the work already performed. Said report shall contain a description of the methods used in the field inspection, and the names and qualifications of the persons conducting the field investigation and preparing the report. It is understood that the field inspection need not include close inspection of the bridge's below-deck structures. Primary emphasis of the report and inspection shall be directed to the practical effect of the bridge's design on whether producing a "commercial blast" would result in substantial "near-white metal" blasting; on thickness of the paint coat on structures painted by Sunset Coatings Co., Inc.; and on potential problems associated with, and the possibility of, the paint applied by Sunset Coatings Co., Inc. failing to "cure out" normally.

The inspection and preparation of the report shall be performed by a principle engineer and an engineer inspector of OBEC.

b. OBEC agrees to the following delivery schedule for the work mentioned in 2a:

i. To conduct an on-site field inspection of the work on the bridge on or before September 7, 1979.

ii. To meet with and discuss OBEC's findings, evaluations and recommendations with State's representative or representatives, to be designated by State, on or before September 14, 1979.

iii. To submit to State, on or before September 20, 1979, the written report described in paragraph 2a, based upon OBEC's field inspection and evaluation.

3. Consideration

a. State agrees to pay OBEC a sum not to exceed $1,450 for accomplishment of the Statement of Work. This payment shall be the sole monetary obligation of the Department. The hourly rate for OBEC is $45/hour for OBEC's principle engineer and $28/hour for OBEC's engineer inspector.

b. Interim payments shall not be made to OBEC.

c. Upon completing the Statement of Work described in paragraph 2a above, OBEC shall submit to State a written record of the man-hours expended in performing the Statement of Work. Said record shall list the man-hours for each of OBEC's employes involved in this contract, and shall include the dates on which the hours were worked. State shall review this record, and shall, upon State's approval, make payment to OBEC within 20 days of State's receipt of the record.

4. Travel

Travel expenses based upon approved state rates shall be reimbursed to OBEC by State and are not included in the amount of consideration listed in 3 above. Travel expenses are estimated in the amount of $100.

5. Government Employment Status

a. If this payment is to be charged against Federal Funds, OBEC certifies that it is not currently employed by the Federal Government.

b. OBEC certifies it is not an employe of the State of Oregon.

6. Subcontracts

OBEC shall not enter into any subcontracts for any of the work scheduled under this contract without obtaining prior written approval from State.

7. Dual Payment

OBEC shall not be compensated for work performed under this contract from any other department of the State of Oregon.

8. Funds Available and Authorized

State certifies at the time this contract is written that sufficient funds are available and authorized for expenditure to finance costs of this contract within State's current appropriation or limitation as shown on line ____, page ____ of the current biennial budget.

9. Termination

This contract may be terminated by mutual consent of both parties, or by either party upon five days' notice, in writing and delivered by certified mail or in person.

The State may terminate this contract effective upon delivery of written notice to or at such later date as may be established by State, under any of the following conditions:

a. If State funding from federal, state, or other sources is not obtained and continued at levels sufficient to allow for purchase of the indicated quantity of services. When possible, and when agreed upon, the contract may be modified to accommodate a reduction in funds.

b. If federal or state regulations or guidelines are modified or changed in such a way that the services are no longer allowable or appropriate for purchase under this contract.

c. If any license or certificate required by law or regulation to be held by OBEC to provide the services required by this contract is for any reason denied, revoked, or not renewed.

State by written notice of default (including breach of contract) to OBEC may terminate the whole or any part of this agreement:

a. If OBEC fails to provide services called for by this contract within the time specified herein or any extension thereof; or

b. If OBEC fails to perform any of the other provisions of this contract, or so fails to pursue the work as to endanger performance of this contract in accordance with its terms, and after receipt of written notice from State, fails to correct such failures within 10 days or such longer period as State may authorize.

The rights and remedies of State provided in the above clause related to defaults (including breach of contract) by OBEC shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

10. Access to Records

State, the Secretary of State's Office of the State of Oregon, the Federal Government, and their duly authorized representatives shall have access to the books, documents, papers, and records of OBEC which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcripts.

11. Nondiscrimination

OBEC agrees to comply with the requirements of the Civil Rights Act of 1964 and the Vocational Rehabilitation Act of 1973.

12. Executive Department Approval

Executive Department approval is required before any work may begin under this contract.

13. Property of State

The written report provided by OBEC to State under this contract shall be the property solely of State, and State shall have the right to use, duplicate and dispose of the report as State shall see fit. OBEC shall not sell, disclose, distribute, transfer or make available to any person any copy of the report, or any records, data, photographs, or other information acquired or developed in the performance of this contract, or any portion thereof, without the prior written consent of State.

14. Contractor Data:

NAME Oregon Bridge Engineering Company

ADDRESS 223-M North "A" Street, Springfield, Oregon 97477

SOCIAL SECURITY # N/A

CONTRACTOR CODE Y9995 N/A

CONTRACTOR'S FEDERAL I.D. # 93-0552628

CONTRACTOR'S STATE I.D. # 047215-2

15. Time of Essence

Time is of the essence in every provision of this contract. Failure of State to object to any breach, violation of, or failure to timely perform any of the requirements of this contract shall not be deemed waiver by

State of any subsequent similar breach or default hereof, or waiver of State's right to demand strict performance by OBEC of the conditions hereof.

16. Signatures

IN WITNESS WHEREOF, the parties hereto have subscribed their names on the day and year hereinafter written.

The Oregon Transportation Commission by a duly adopted delegation order (OTC Delegation Order No. 23, Paragraph 55, June 19, 1979), authorized the State Highway Engineer to act in its behalf in approving and executing this contract.

APPROVED Executive Department

APPROVED

By

AUG 30 1979

Date:

APPROVED AS TO FORM

Assistant Attorney General

State of Oregon, by and through its
Department of Transportation, Highway
Division

H. S Coulter
State Highway Engineer

Date: 8/28/79

Oregon Bridge
Engineering Corporation

by:

title: Vice-Pres & Chief Engr

date: 8-30-79

by:

title: Chief Construction Engr.

date: 8-30-79

STATE HIGHWAY DIVISION

Oct. 15, 1979

REQUEST FOR WARRANT

le To: OBEC Consulting Engineers
P. O. Box 72
Springfield, Or. 97477

Project No.:

Hwy. Agr. No.:

Contract No.:

ect: Inspection of Harrisburg Bridge Painting

Estimate No.: 1(Final)

od Covered: To Sept. 30, 1979

Work Order No.: 19-2

oice or ling	Description	Total Amount To Date	Previous Amount	Present Amount
701	dated 9/30/79	1,407.51		1,407.51
	(Per Dot Jonas' conversation, neither retainage nor audit is required.)			
otals				
Retained 0 %				
otal Payments		1407.51		1,407.51

PREFIX	FUNCTION	SUB. FUNC	OBJECT	P/N GROUP	AMOUNT		DR (CR)
22-4216	286	01	50		1,407	51	Dr.

Prepared by:
Thai-chia Chou
005-00
Crew #

Approved by:
V. E. Strong

887

August 15, 1979

Victor Atiyeh

CERTIFIED MAIL

Lane, Powell, Moss & Millen
Attorneys at Law
3800 Ranier Bank Tower
Seattle, WA 98101

RE: American Fidelity Fire Insurance Co. Performance Bond
on Maintenance Painting Contract No. 8871.
[Willamette River (Harrisburg) Bridge]
[Albany-Junction City Highway]
[Lane and Linn Counties, Oregon]

Gentlemen:

On January 29, 1979, Sunset Coatings Co., Inc. entered into the above-entitled contract for maintenance painting of the Harrisburg Bridge. Mr. Lonnie Cook, President of Sunset Coatings Co., Inc., by the attached letter of August 10 indicated that ". . . Sunset Coatings Co., Inc. can no longer continue on the project." Because of this and the American Fidelity Fire Insurance Company's performance bond on this contract, the State of Oregon, by and through its Transportation Commission, looks to American Fidelity for assuring completion of this contract.

Your attention is directed to Section 108.11 of the Oregon Standard Specifications for Highway Construction (1974). It is not our desire to terminate or cancel the contract at this time, and this letter is to provide you the opportunity to mitigate your potential losses under the contract. My staff welcomes the opportunity to meet with your representatives and review what must be done to complete this contract. You can arrange for such a meeting by calling Region Engineer C. O. Fredrickson or his Construction Assistant Gerald Wimer, 2960 E. State Street, Salem, OR 97310, telephone (503) 378-2626. If suitable arrangements to complete the work under the contract are not offered within ten days of the date of this letter, we will be forced to invoke the provisions of Section 108.11 of the Specifications of this contract.

Your attention is particularly directed to those phases of the work which have been started. Because time lapse or inclement weather will result in the loss of portions of this work, time is of the essence in completing the contract. The contractor has done no substantial work on the project since July 13, 1979.

For your guidance, a copy of the "Contract and Bond for Highway Construction" and "Standard Specifications for Highway Construction" relative to this project are enclosed. Also enclosed is a copy of the last "Progress Estimate and Cost Report", dated July 17th, which indicates that the contractor had earned $62,027.04 of which $58,925.69 has been paid. Resident Engineer J. M. Martin's attached August 8th letter and attachment indicates 52.8% of bid item No. 3 "Clean and Paint Willamette River (Harrisburg) Bridge" had been performed, but because of potential surface contamination the effective work could reduce to approximately 29.5%.

This contract included 100 workdays within which to complete the project. We did not charge Monday, Tuesday or Wednesday of this week because of the weather. However, there are 73 days already charged. This leaves only 27 percent of the time within which to complete one half or more of the project. Liquidated damages will be assessed at the rate of $140 per workday in accordance with Standard Specification 108.10.

I trust you understand the urgency of this matter and request that you advise us promptly of your decision.

Very truly yours,

H. S. Coulter
State Highway Engineer

Enclosures

cc: American Fidelity Fire Insurance Co.
c/o Surety Insurance Services, Inc.
P.O. Box 21308
Seattle, WA 98111

Sunset Coatings Co., Inc.
3106 York Rd.
Everett, WA 98204

Davies, Biggs, Strayer, Stoel & Boley
Law Offices
Twenty-Third Floor
900 SW Fifth Ave.
Portland, OR 97204
(Attn: Norman D. Holly)

A. Yturri
C. W. Head

bc: Jack Sollis
C. T. Keasey
Walt Hart
C. O. Fredrickson
Jack Martin
Bob Church
Jim Kinns

REGION 2 ENGINEER
RECEIVED
AUG 14 1979
☐ ☐ RBE
[✓ R[illegible]] [✓ RCE] ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

August 10, 1979

Mr. Gerald Wimer
Region Construction Engineer
Department of Transportation,
Highway Division
P. O. Box 14030
Salem, OR 97310

Dear Mr. Wimer:

Re: Willamette River (Harrisburg) Bridge
Contract No. 8871

I have had an opportunity to read your August 7, 1979 letter sent to my attorney, Mr. Holly. Unfortunately, it does not appear that there is any concession offered by the State, nor any acknowledgment of wrongdoing on behalf of the State. In addition, I just received word that the State will not allow the use of any thinner on the project.

Because of the actions taken by the State throughout the course of the project, and your present attitude, Sunset Coatings Co., Inc. can no longer continue on the project. Due to the State's interpretation of the contract specifications, we have incurred excessive cost overruns. We are not financially capable of continuing a project such as this in light of the overruns to date and the fact that there is little reason to believe the State will retreat from its present position so as to ensure a reasonable completion of the contract.

The State, through its interpretations of the contract and methods of contract administration, has breached the terms of our contract. As stated in Mr. Holly's letter of August 4, 1979, we will therefore be seeking damages from the State. Furthermore, we will not be held liable for any delays in completion of the project or additional expenses to the State in completing the project with its own forces or a subsequent contractor.

Sincerely yours,

Lonnie K. Cook

Lonnie Cook
President
Sunset Coatings Co., Inc.

22-4216

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

3400 Spicer Road,
Albany, OR 97321

REGION 2 ENGINEER
RECEIVED
AUG 9 1979
CP
ULE GEO RSO ENV

August 8, 1979

Sunset Coatings Co., Inc.,
3106 York Road,
Everett, WA 98204

Subject: Willamette River (Harrisburg) Bridge
Contract No. 8871

As of July 20, 1979, the date you suspended work on subject contract, 52.5% of work required for Bid Item 3 had been performed.

Part of this work had been done on areas that have received varying amounts of surface treatments that may need to be redone because the elapsed time between treatments have exceeded those specified, or because of surface contamination or other reasons. The extent of this work is estimated to be 23% of Bid Item 3, thus reducing the known-effective work performed on this item to 29.5%.

Because of the long shut-down of contract work and the uncertainties attending it we are withholding further progress payments at this time. If satisfactory arrangements are made to resume work in the near future we shall at that time review our present decision on this matter.

JM Martin
J. M. Martin
Resident Engineer

cc Jack Sollis w/attach
CT Beasey " "
[illegible]

81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SH

SHEET .... OF .... SH

Willamette River Bridge
Effective % of Completion as of 7-20-79

	% Value to Contract	% Complete 7-20-79	% Contract Complete 7-20-79
Water Blast	3	100	3.0
Sand Blast	66	54	35.64
Prime	5	54	2.7
Base-1	5	51	2.55
Base-2	5	51	2.55
Finish-1	5	35	1.75
Finish-2	5	28	1.40
Seal Coat	2	0	0
Traffic	2	50	1.0
Clean Up	2	45	1.35
		Performed =	51.94

(Changed fro 52.5% by adding seal Coat to the items & adjusting % Value accordingly.)

If only areas receiving Finish-2 are acceptable, the know effective % of completion is:

Water Blast	3	100	3.0
Sand Blast	66	28	18.48
Prime	5	28	1.40
Base-1	5	28	1.40
Base-2	5	28	1.40
Finish-1	5	28	1.40
Finish-2	5	28	1.40
Seal	2	0	0
Traffic	2	50	1.0
Clean Up	2	0	0

OREGON STATE HIGHWAY DIVISION 07/17/79 PROGRESS

CTION .WILLAMETTE RIVER (ARRISBURG) BRIDGE

IGHWAY ALBANY-JUNCTION CITY

UNTY LANE LINN

WORK MAINTENANCE PAINTING

SP IED COMPLETION
A) 100 WD
B)
C)

EXTENSION

CONTRACTOR SUNSET COATINGS CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTI QUANTITY	AM
00001	JACK MARTIN RES ENGR						
00002	C D FREDRICKSON REG 2 ENGR						
001	MOBILIZATION	LUMP SUM	125000000	100000	1250000	100000	1
002	SPECIAL PUBLIC LIAB AND PROP DAMAGE INS	LUMP SUM	2400000	100000	24000	100000	
003	CLEAN & PAINT WILLAMETTE RV (HRSBRG) BRD	LUMP SUM	1120160000	100000	11201600	100000	11
	TOTALS FOR ORIG. CONTRACT				12475600		1
	TOTALS ALL EXCEPT F.A.						1
	* TOTAL PAY COSTS				12475600		1
98999	CONTINGENCIES				561402		
99999	ENGINEERING				1122804		
	GRAND TOTALS				14159806		

RESIDENT ENGINEER ---------------------- DATE ---------- DIVISION E

RESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81-734 3408 REV 9 7.

APPROVED

USED
51 WD

CONTRACT NO. 887
F.A.P.

WORK DONE TO:

PREFIX 022 4216
AWARDED 01 29 79
ESTIMATE NO. 003

ESTIMATED DATE
OF COMPLETION:

NGS CO. INC

CTED ESTIMATE		PERFORMED TO DATE 07/05/79		TO COMPLETE 09/01/79		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
ITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						1P		
						1P		
00000	1250000	100000	1250000			9N		
00000	24000	100000	24000			9N		
00000	11201600	44000	4928704	56000	6272896	9N		
	12475600		6202704		6272896			
	12475600		6202704		6272896			
	12475600		6202704		6272896			
	1400000		1240000		160000			
	13875600		7442704		6432896			

VISION ENGINEER ------------------------------ DATE ----------------

8871 8

NOTICE OF ASSIGNMENT

(Before filling out this notice, read carefully instructions on reverse side.)

Date March 19, 1979

To Surety Insurance Services, Inc.
914 Second Avenue
Seattle, WA 98104

Re Contract Number 8871
Made by the United States of America
Oregon State Highway Division ~~Division~~
Salem, Oregon ~~Department~~
with Sunset Coatings Company, Inc.
(Name of Contractor)
for Maintenance painting of Willamette River
(Harrisburg) Bridge
dated January 29, 1979

PLEASE TAKE NOTICE that moneys due or to become due under the contract described above has been assigned to the undersigned pursuant to the provisions of the Assignment of Claims Act of 1940 (Public No. 811, 76th Congress), approved October 9, 1940.

A true copy of the instrument of assignment is attached hereto.

Payments due or to become due under such contract should be made to the assignee.

Please return to the undersigned the three enclosed copies of this notice with appropriate notations showing the date and hour of receipt and duly signed by the person acknowledging receipt on behalf of the addressee.

Very truly yours,

NATIONAL BANK
ame of Assignee)

Magnuson
ning officer) Asst. V.-P. ~~Cashier~~.
Magnuson
ranch
2087
A 98111
ress of Assignee)

e above mentioned instrument
, 19 79
(Date)

(Signature)

nce Services, Inc.
8 - Seattle, Wa. 98111
tle of addressee of notice)

May 14, 1979

Jack Sollis, Chief Counsel, did not want to accept this form 705 as the surety's consent as it was made out on a Federal Form. We asked for a letter from the surety consenting to the assignment.

Fran N.
per C. W. Head

(OVER)

FORM 705

8871 8

NOTICE OF ASSIGNMENT

(Before filling out this notice, read carefully instructions on reverse side.)

Date March 19, 1979

To Surety Insurance Services, Inc.
914 Second Avenue
Seattle, WA 98104

TO:

FROM:

CHECK

Conf

Per Telephone Conversation

For Your Information

As Requested

Note and File

Return With More Details

N

File

For M nature

Your Signature

Comment

Initial and Return

COMMENTS:

81-125-1969

XXXXXX ~~Division~~

XXXXXXXXX ~~Department~~

ver

the contract described above

Assignment of Claims Act of

to the assignee.

notice with appropriate nota-

on acknowledging receipt on

SEATTLE FIRST NATIONAL BANK
(Name of Assignee)

By B. L. Magnuson
(Name and title of signing officer) *Asst. V.-P. ~~Cashier~~.*
Betty Lou Magnuson
Seaboard Branch
P. O. Box 2087
Seattle, WA 98111
(Address of Assignee)

Receipt is hereby acknowledged of the above notice and a copy of the above mentioned instrument of assignment. These were received at 9 a.m. xxx on MARCH 20, 1979
(Date)

(Signature)
C. J. Huffman
Surety Insurance Services, Inc.
P. O.Box 21308 - Seattle, Wa. 98111
(Name and title of addressee of notice)

(OVER)

FORM 705

INSTRUCTIONS

In order to avoid delay, inconvenience, and possible impairment of the validity of assignments, these instructions should be followed carefully.

1. Under the terms of the Assignment of Claims Act of 1940, as amended, written notice of each assignment of moneys due or to become due from the United States or from any agency or department thereof, *together with a true copy of the instrument of assignment must be filed with:*

(a) the contracting officer or the head of his department or agency,

(b) the surety or sureties upon the bond or bonds, if any, in connection with such contracts, and

(c) the disbursing officer, if any, designated in such contract to make payment.

2. All blanks should be carefully filled in and the original and three copies should be forwarded to each of the parties with whom notice is required to be filed.

3. The addressee should acknowledge receipt of this notice on the three copies and return the same to the assignee.

4. One copy of each such receipt should be retained by the assignee for his own records and two copies of each such receipt should be attached to the first invoice, voucher, or other similar document submitted for payment.

5. It will not be necessary to forward additional copies of such receipt with requests for further payments, because the first copies will be duly recorded in the appropriate offices of the Government.

6. If there is no surety bond in connection with the contract giving rise to the claim which is assigned, it is not necessary to serve notice of assignment upon any surety.

7. If no disbursing officer is designated in such contract to make payment, it is not necessary to serve notice of assignment upon any disbursing officer.

8. To the *original* (but not the copies) of each notice of assignment, there should be attached one true copy of the instrument of assignment. This may consist of (a) a duplicate original containing all the signatures, seals, acknowledgments, etc., which appear on the original, (b) a complete photostatic copy of the original, or (c) a certified copy of the original, provided that such copy is accurate and complete in all respects, including signatures, seals, acknowledgments, etc., which may be typewritten and provided that a certificate to the effect that it is a true copy be executed by a notary public or other officer authorized by law to administer oaths.

RECEIVED
APR 25 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF ASSIGNMENT

(Before filling out this notice, read carefully instructions on reverse side.)

Date March 19, 1979

To Surety Insurance Services, Inc.
914 Second Avenue
Seattle, WA 98104

Re Contract Number 8871
Made by the United States of America
Oregon State Highway Division ~~Division~~
Salem, Oregon ~~Department~~
with Sunset Coatings Company, Inc.
(Name of Contractor)
for Maintenance painting of Willamette River (Harrisburg) Bridge
dated January 29, 1979

PLEASE TAKE NOTICE that moneys due or to become due under the contract described above has been assigned to the undersigned pursuant to the provisions of the Assignment of Claims Act of 1940 (Public No. 811, 76th Congress), approved October 9, 1940.

A true copy of the instrument of assignment is attached hereto.

Payments due or to become due under such contract should be made to the assignee.

Please return to the undersigned the three enclosed copies of this notice with appropriate notations showing the date and hour of receipt and duly signed by the person acknowledging receipt on behalf of the addressee.

Very truly yours,

SEATTLE FIRST NATIONAL BANK
(Name of Assignee)

By B. L. Magnuson
(Name and title of signing officer) Asst. V.-P. - ~~Cashier~~
Betty Lou Magnuson
Seaboard Branch
P. O. Box 2087
Seattle, WA 98111
(Address of Assignee)

Receipt is hereby acknowledged of the above notice and a copy of the above mentioned instrument of assignment. These were received at 9 a.m. ~~p.m.~~ on MARCH 20, 1979
(Date)

(Signature)

C. J. Huffman
Surety Insurance Services, Inc.
P. O.Box 21308 - Seattle, Wa. 98111
(Name and title of addressee of notice)

(OVER)

FORM 708

INSTRUCTIONS

In order to avoid delay, inconvenience, and possible impairment of the validity of assignments, these instructions should be followed carefully.

1. Under the terms of the Assignment of Claims Act of 1940, as amended, written notice of each assignment of moneys due or to become due from the United States or from any agency or department thereof, *together with a true copy of the instrument of assignment must be filed with:*

(a) the contracting officer or the head of his department or agency,

(b) the surety or sureties upon the bond or bonds, if any, in connection with such contracts, and

(c) the disbursing officer, if any, designated in such contract to make payment.

2. All blanks should be carefully filled in and the original and three copies should be forwarded to each of the parties with whom notice is required to be filed.

3. The addressee should acknowledge receipt of this notice on the three copies and return the same to the assignee.

4. One copy of each such receipt should be retained by the assignee for his own records and two copies of each such receipt should be attached to the first invoice, voucher, or other similar document submitted for payment.

5. It will not be necessary to forward additional copies of such receipt with requests for further payments, because the first copies will be duly recorded in the appropriate offices of the Government.

6. If there is no surety bond in connection with the contract giving rise to the claim which is assigned, it is not necessary to serve notice of assignment upon any surety.

7. If no disbursing officer is designated in such contract to make payment, it is not necessary to serve notice of assignment upon any disbursing officer.

8. To the *original* (but not the copies) of each notice of assignment, there should be attached one true copy of the instrument of assignment. This may consist of (a) a duplicate original containing all the signatures, seals, acknowledgments, etc., which appear on the original, (b) a complete photostatic copy of the original, or (c) a certified copy of the original, provided that such copy is accurate and complete in all respects, including signatures, seals, acknowledgments, etc., which may be typewritten and provided that a certificate to the effect that it is a true copy be executed by a notary public or other officer authorized by law to administer oaths.

RECEIVED
APR 25 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8871

8

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Asst. Bridge Engineer

DATE: February 6, 1979

SUBJECT:

Willamette River (Harrisburg) Br.
Albany-Junction City Highway
Lane and Linn Counties
CON 8871
Maintenance Painting
Coast Guard Approval

NOTED
E. S. HUNT

Attached for your information is a copy of Coast Guard approval for staging required for the subject project. Monthly progress reports will not be required. Notices of actual date of commencement (10 days prior to actual commencement), actual date of completion, and date of removal of scaffolding should be sent to this office. Also, please inform us if work will extend beyond November 1, 1979.

RWE:dh
Attachment

cc E. S. Hunter/w/ attach.
R. L. Schroeder /w/ attach.
Jack Davis /w/ attach.

RECEIVED
TECHNICAL SERVICES
FEB 6 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16591
Serial 62
30 January 1979

State of Oregon
Department of Transportation
ATTN: Mr. R. W. Ellison
Assistant Bridge Engineer
Transportation Building
Salem, OR 97310

RE: Willamette River Bridge
at Harrisburg, Oregon

Gentlemen:

Your letter of 25 January 1979 requesting falsework approval for use during painting of your bridge at Willamette River Mile 162.8 has been received.

Your request is approved as submitted for the period between 1 March 1979 and 1 November 1979. The international orange flagging you describe for daytime identification of the staging is required. Navigation lighting is not required on the bridge because of very limited small recreational boats operating in the area, therefore, lighting of the proposed staging is not required.

Notice will be published periodically in the local Notice to Mariners of the work. Please advise in advance any change in your schedule and on completion of the work and removal of the staging.

Your cooperation is appreciated.

Sincerely,

J H Holmead

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
FEB 2 1979
BRIDGE SECTION

ROUTED
R. W. ELLISON

8871

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 25, 1979

NOTED
E. S. HUNTER

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

Willamette River Bridge
at Harrisburg, Oregon
Albany-Junction City Highway
Bridge 583
Coast Guard Permit 24-75
Maintenance Painting

On June 20, 1924, the Secretary of War issued to the Oregon State Highway Commission, a permit for construction of the Willamette River Bridge at Harrisburg, Oregon. On March 5, 1975, Amendment to Bridge Permit (24-75) was issued by the U. S. Coast Guard for replacement of the west approach trestle.

It is now the State's intent to repaint the three main spans of this structure (see attached sketch). These spans consist of structural steel through trusses, each approximately 182 feet long. It is anticipated that this maintenance painting will begin approximately March 1 and be completed about the end of October 1979.

The work will require that hanging staging extend downward seven feet from the bottom of the steel trusses. This staging will be marked at no greater than 50-foot intervals with international orange flagging visible for a distance of 2,000 feet. Since the river is used only by fishermen and recreationalists floating down the river, lighting at night is not anticipated.

Monthly progress reports on the work will be sent to you if you so require.

I understand that this maintenance work can be prosecuted under the terms of the previous permits.

Your approval of this work is requested.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Bridge Engineer

Attachment

cc E. S. Hunter
R. L. Schroeder

C. O. Fredrickson
Jack Davis

RECEIVED
TECHNICAL SERVICES
JAN 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8871

58

ENVIRONMENTAL REVIEW

All Clear 2-26-75
WLP

Section Willamette R. (Harrisburg) Br.
Highway Albany - Jct. City
County Linn and Lane
Type of Work G. P & Structure Apprch.
Date

ENVIRONMENTAL IMPACT STATEMENT: Assessment determined "non-major action" - no apparent conflicts

NEGATIVE DECLARATION: see above

FISH COMMISSION: Through DSL

WILDLIFE COMMISSION: Through DSL

DIVISION OF STATE LANDS: Yes - application made, then plans changed to where there was to be no work on the stream bank - Only restriction concern the main stream and any work actually in the water - Restrictions not in the Spec's as they don't now apply.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No contact necessary

OTHER: No material sources offered

9971

58

Albany-Junction City

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 13, 1975

FILE: 22-1406

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Harrisburg Bridge Construction

TO: ~~Memo~~ to the Files

Tuesday evening, February 11, and Wednesday evening, February 12, I attended the counil meetings at Junction City and Harrisburg.

The proposed closure periods were discussed and input requested as to the effect closures would have.

Both councils requested the proposed restriction of 8 feet for a 36 hour period be other than July 4, Labor Day, and August 8, 9 and 10. The August dates are the Junction City festival.

Concern was expressed about farm machinery being moved across the bridge. During phase V of construction, there is to be a width restriction of 11'-9". This could be in effect from one month to six weeks. Much of the farm equipment is 12' and 14' wide. The councils felt if this restriction did not occur until October, there would be no conflict. This would make it difficult to complete the structure and resume normal traffic by November 1.

Further discussion February 13 with Mayor Morgan of Harrisburg revealed the rye grass farmers would be through near September 1. However, depending on weather conditions, there could be movement of farm equipment, such as discs, until mid October or later. Provision should be made for movable barricade to allow passage of the wide equipment. Signing for advance notice to the contractor should also be required.

POS/elk
cc: J. Backstrand
W. Richards
John Day

1 Versteeg J
A. Olson
2 Terpin T
Scott
3 Swenson LH
R. Olson
Trout

RECEIVED
FEB 14 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson W
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1979 Fremont Bridge Sec. of 8872
Stadium Freeway in Portland
(Structure repair)

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Tice Electric Co. No. 8733	I-5 @ Nyberg Road Intch. Washington County	May 7, 1979
J. B. Steel, Inc. No. 8633	Wolf Creek Inn Josephine County	May 7, 1979
Waybo, Inc. No. 8729	S. Banfield Intch. (NE 99th Avenue) Multnomah County	May 9, 1979
Cascade Construction Co., Inc. No. 8587	SE Foster Road-SE Crystal Springs Blvd. Multnomah County	May 9, 1979
Hamilton Electric, Inc. No. 8734	Tualatin Valley Hwy. @ SW 209th Avenue Washington County	May 9, 1979
Aichele-Ben Fox Landscaping, J.V. No. 8566	E. Portland State Police Hq. Multnomah County	May 9, 1979
Hamilton Electric, Inc. No. 8505	NE Prescott St.-SE Flavel St. (Portland) Multnomah County	May 9, 1979
Willamette-Western Corp. No. 8872	Fremont Bridge Multnomah County	May 14, 1979
Willamette-Western Corp. No. 8738	Molalla River State Park Clackamas County	May 15, 1979
Wildish Construction Co. No. 8666	E. 17th Avenue-I-5 Intch. (Eugene) Lane County	May 15, 1979
Mocon Corp. No. 8748	Ross Island Bridge-S.E. 52nd Avenue (Cleveland High School & Parry Center) Multnomah County	May 21, 1979
Coast Marine Constr., Inc. No. 8685	Oak Ranch Creek Bridge Columbia County	May 21, 1979
J. B. Steel, Inc. No. 8801	Cabin Creek Safety Rest Area Douglas County	May 21, 1979
Babler Bros., Inc. No. 8686	Canaan Road-Bennett Road Columbia County	May 21, 1979

Contractor and Contract No.	Section and Cou[illegible]	Acceptance Date
Roy E. Ladd, Inc. No. 8456	SE Powell Blvd.-SE Foster Road Multnomah County	May 24, 1979
R. A. Hatch Co. No. 8607	1st Avenue-Pacific Hwy. (Eugene) Lane County	May 25, 1979
Mocon Corp. No. 8706	N. Banfield Intch. (UPRR Shoofly) Multnomah County	May 29, 1979
A. K. Lundmark & Son, Inc. Contract No. 8712	Pudding River (Red) Br. Clackamas & Marion Cos.	June 6, 1979
Douglas S. Coats Construction No. 8783	Silvies River (Stancliffe) Bridge Harney County	June 7, 1979
D Mc D Corporation No. 8824	Flora Rock Production Wallowa County	June 7, 1979
Hamilton Construction Company No. 8826	Eagle Cr. (Middle) Bridge Baker County	June 6, 1979

June 7, 1979

State Highway Engineer

8872

May 17, 1979

American Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8872 awarded to Willamette-Western Corp. for structure repair of the Fremont Bridge on the Stadium Freeway in Multnomah County was completed on March 23, 1979, and accepted by the State Highway Engineer on May 14, 1979.

Final payment in the amount of $1,403.60 will be released to the contractor after May 22, 1979. The total contract amount is $28,072 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Willamette-Western Corp.
P. O. Box 3320
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8872 8

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 12, 1979

Mr. Leslie B. Hampton
Assistant Attorney General
Department of Justice
100 State Office Building
Salem OR 97310

NOTED
E. S. HUNTER

Fremont Bridge Repair
Marie Bakke Damage
Contract 8872
Final Weekly Report

In accord with our telephone conversation today, here is a copy of the final Weekly Report for the subject project.

The work in the field has been completed but the contractor has not been paid. After final payment has been made to the contractor, we will provide you with documentation indicating all costs incurred as a result of the collision between the Steamship Marie Bakke and the Fremont Bridge.

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Asst. Bridge Engineer

Attachment

cc E. S. Hunter
E. L. Hardt
John Howard
Paul Anderson

RECEIVED
TECHNICAL SERVICES
APR 13 '79
REFER TO
FOR
Info Invest R/C

Form 734-3122 (Rev. 7-77)

8872

9

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: FREMONT BRIDGE

WEEK ENDING: 3-24-79

SECTION PREFIX: 26-8239

HIGHWAY: Stadium Freeway

COUNTY: Multnomah

NAME OF JOB: Fremont Bridge

KIND OF WORK: Structural Repair

CONTRACTOR: Willamete-Western Corporation

CONTRACT NUMBER: 8872

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: January 29, 1979

DATE WORK STARTED: 3-1-79

ESTIMATED COMPLETION DATE: 4-15-79

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 60

CALENDAR DAYS USED 38

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 63

PROJECT AUTHORIZATION: $ 36,525.50

EXCLUSIVE OF ENGINEERING: $ 33,335.50

ENGINEERING AUTHORIZATION, $ 3,190.000

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,900

ENGINEERING COST TO DATE $ 500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: ~~OVERRUN~~ XXXXXX UNDERRUN 4.6 %

PERCENT OF AUTHORIZATION 15 %

DATE PROJECT WAS COMPLETED: 3-23-79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

25 ton crane pickup Compressor Welder Flatbed Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2529C							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Clear	1		
MONDAY 19	Clear	1		
TUESDAY 20	Clear	1		
WEDNESDAY 21	Clear	1		
THURSDAY 22	Scattered	1		
FRIDAY 23	Clear	1		
SATURDAY 24	Fost Clear	1		

RECEIVED
MAR 26 1979
CONSTRUCTION BRANCH

Keesey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	18	No Activity
MONDAY	19	" "
TUESDAY	20	" "
WEDNESDAY	21	Install new wind brace on upstream side; bolt into place. XXXXXX damaged brace on downstream side; unbolt
THURSDAY	22	Remove brace on downstream side; removal slowed by welded holes on exterior connections. Place new members on exterior connections.
FRIDAY	23	Complete bolt up and painted bolt connections. ALL WORK COMPLETE
SATURDAY		

REMARKS

Job complete- concluding weekly report

SIGNED J. D Howard
JOHN D. HOWARD
LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8872

9

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. E. L. Hardt
Region 1 Engineer

DATE: December 18

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

SUBJECT:
Fremont Bridge
Willamette River
Interstate 405
Bridge 2529C
Wind Brace Repairs
Coast Guard Approval

NOTED
E. S. HUNTER

Attached is a copy of the Coast Guard's approval for repair of the wind bracing for the subject structure. This bracing was damaged by the steamship Marie Bakke.

Please note the notifications requested by the Coast Guard. In addition, notification of completion of work will be required. All such notices should be sent to this office for forwarding to the Coast Guard.

RWE:dh
Enclosure

cc E. S. Hunter
R. L. Schroeder

J. H. Versteeg
John Howard
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
DEC 19 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-123-1387

8872

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

December 8, 1978

NOTED
E. S. HUNTER

Fremont Bridge
Willamette River
Portland, Oregon
Multnomah County
Structural Repairs

On November 2, 1978, the steamship, Marie Bakke, struck the Fremont Bridge across the Willamette River at Portland, Oregon. Damage was confined to two steel cross braces under the lower deck. We have now completed plans and specifications for repair of this damage and intend to call for bids on the work about January 4, 1979. We have compressed the contract time as much as possible, but even on an expedited basis it appears that the time required for fabrication will delay the actual on-site replacement work until about the first of March.

Attached for your approval are three drawings showing the location of the work and the required scaffolding. The scaffold will be hazard lighted with three red lights on both the upstream and downstream ends for nighttime working.

It will also be flagged with fluorescent red and orange flagging at each light location for daylight working.

We will notify you when the on-site phase of this maintenance work begins.

RECEIVED
TECHNICAL SERVICES
DEC 11 '78
REFER TO
FOR

Info	[illegible]	R/D	[illegible]	[illegible]	[illegible]	File

Your approval of this work is requested.

Best wishes for the holiday season.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Structural
Design Engineer

Attach.

cc ~~E.~~ S. Hunter
Robert Schroeder
E. L. Hardt
D. H. Moehring

8872

2

STATE OF OREGON

INTERO CE MEMO

TO: Mr. E. L. Hardt
Region 1 Engineer

DATE: December 4, 1978

SUBJECT:

Damage Repair
Lower Deck Bracing
Fremont Bridge

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Structural Design Engineer

Enclosed are eight copies of the plans and special provisions for repairs to the lower deck wind bracing on the Fremont Bridge. The plans are being sent to you for your review and comments. If they are satisfactory, copies should also be forwarded to the agents representing the ship Marie Bakke.

I am not aware of what arrangements have been made as to advertising and award of a contract for the repair work. January 25, 1979 would be the earliest that bids could be taken if the work is handled under ODOT's regular project bidding schedule.

WJH:dh
Enclosure

cc E. S. Hunter
H. S. Coulter
Jack Sollis /w/ attach.
Leslie B. Hampton

RECEIVED
TECHNICAL SERVICES
DEC 4 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

8872

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

November 6, 1978

FILE:

NOTED
H. S. COULTER

[illegible]

RECEIVED
STATE HWY ENG.
NOV 7 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FROM: EDWARD L. HARDT
Region Engineer

TO: MEMO TO THE FILE

SUBJECT: DAMAGE TO THE FREMONT BRIDGE BY THE SHIP MARIE BAKKE

copies 3-4
[illegible]

About 7:45 AM on November 2 we were notified by the Interstate Drawbridge Foreman, Jim Wyzard, that he had been notified by the operator of the Broadway Bridge, Bob Jones (Multnomah County), that the top of one of the cranes on the steamship Marie Bakke had struck the bottom of the Fremont Bridge. I notified Region Bridge Maintenance Engineer Clair Kuiper of this and asked him to arrange for an inspection of the damage.

At about 9:00 AM Marion Craft, Mike Stovall, and I met Clair and the Bridge Maintenance Crew on the lower deck of the Fremont. Clair and I were lowered over the side in a basket suspended on the boom of the bridge truck and found that the diagonal wind bracing between panel points 22' and 21' had been struck and twisted about 8 inches out of alignment. They each had been struck about midpoint of their span. We also noticed that the downstream longitudinal wind brace had also been struck but there was no damage at that point other than scratched paint. At that time the Marie Bakke was tied up to a granary dock on the east side of the river between the Fremont and Broadway Bridges taking on grain. We observed the ship from the dock, could see no damage to the booms, and made no attempt to contact the ship's captain.

I returned to the office and notified Scott Coulter and Bob Schroeder of the damage. I also notified Jack Sollis and asked him to look into how we were to collect for the cost of repairs which we very roughly estimated at $50,000. I also contacted Walt Hart and asked him to look into the seriousness of the damage and what repair procedure would be in order.

Later in the day Jack Sollis asked that we determine the schedule for departure of the ship. By contacting the Port of Portland we learned the Marie Bakke was scheduled to sail from Portland at 5:00 PM on Friday, November 3. We also learned that Glen Tullick, phone 228-7671, is the local agent for the ship.

In a later conversation with Walt Hart he confirmed my thought that the damage to the wind bracing system was not significant and that we could more or less repair it at our leisure. Our initial thought about repairs is to dismantle one member at a time, probably replace it with a new member, put it in place, and then do likewise to the second damaged piece. The major problem involved in this work will be the installation of adequate staging from which to work. Walt will do some more work and give us more details on the repair procedure.

In the morning of November 3 I was notified by Jack McLean, of the Attorney General's office, that representatives of the "other side" might want to inspect the damage. That afternoon about 1:30 I received a call from Joseph Scherrer, Associate Partner of Modjeski and Masters, Consulting Engineers from Pennsylvania, who asked if he could take a look at the damage. I met him and Olaf R. Hatlen, phone 604-985-0314, Vancouver, B.C., at the bridge about 2:30 PM. Mr. Scherrer is in the area because of the recent damage to the Burlington Northern's railroad bridge done, incidentally, by the same ship. Mr. Hatlen said he represented the insurance carrier for the ship. Mr. Scherrer and I went over the side in the basket on the bridge truck again and I showed him the damage to the downstream member. We discussed a little about how we would make the repairs. I told him that our initial thought was to take one member out at a time and replace it in kind and he had no disagreement with this operation. He suggested that when we had a procedure firmed up that we give this information to the attorney's office representing the ship, who, in turn, would forward that information to him.

At the moment we are awaiting definite word from the bridge office regarding repair procedure before we go any further. To complete the file to date, attached are articles from the Oregonian dated November 3 and 4, and a Report of Damage to Structure.

ELH/cr
Attachments
cc H. S. Coulter w/attachments
R. L. Schroeder "
Walt Hart "
Jack Sollis "
Jack McLean "

Mishap tied to forgotten boom

By ROBERT OLMOS
of The Oregonian staff

Human error was cited as the reason for Thursday's accident in which the Norwegian vessel Marie Bakke struck the underbracing of the Fremont Bridge.

Peter Van Der Tuuk, regional manager for the Bakke Steamship Corp., agents for the ship, said: "Someone overlooked the height of the crane in relation to the height of the bridge."

The ship's cargo crane hit the bridge's wind bracing and caused damage estimated at $50,000.

Van Der Tuuk said little damage was done to the crane.

The state of Oregon, which maintains the Fremont Bridge, filed a suit against the Marie Bakke in federal court Friday seeking $125,000 in damages. The suit said the exact amount of damage to the bridge has not been determined.

The Marie Bakke's officers, agents and employees, the suit alleges, were negligent in failing to maintain a proper lookout, failing to properly control the vessel and in operating the ship at an excessive speed under the circumstances.

The ship, on its maiden voyage, struck the Burlington Northern railroad bridge Saturday, causing damage estimated at $1.5 million by the railroad company. The company filed a suit in U.S. District Court in Portland against the vessel and Knutsen Line Inc., seeking $3.2 million in damages as a result of that accident.

D.L. Gutzler of Lake Oswego was piloting the vessel Saturday. Coast Guard Lt. Don Lamb said Friday that the pilot on Thursday was Capt. Manuel Corea.

The ship, on which a hold was placed by the U.S. marshal's office after Burlington Northern filed the suit, was released Friday by order of U.S. District Judge Rob-

Northern spokesmen said the ship was released after the shipping line posted a $4.8 million surety bond with the court. Posting of the bond does not constitute admission of liability, said Burlington Northern spokesmen.

The vessel, which was loading containers Friday morning at Terminal 1, was scheduled to sail at 4 p.m. Friday, bound for Los Angeles before its journey to Hong Kong.

Van Der Tuuk said that three of the vessel's seven cranes were severely damaged Saturday. He said that in Thursday's mishap ship's operators apparently forgot to lower the boom on one crane to allow it to pass under the Fremont Bridge.

Ed Hardt, regional engineer in charge of maintenance for the state Department of Transportation, which maintains the bridge, said Friday the state is in contact with the shipping line to work out details for repairs on the bridge. He said the $50,000 damage estimate is a "ballpark figure."

The Marie Bakke is the second of two new vessels that the Knutsen Line has put into service between the United States and the Canadian western coasts and the Far East and western Australia. The other is the John Bakke. Both were built by Japan's Kawasaki Heavy Industries.

The Coast Guard was continuing investigation of both accidents.

THE OREGONIAN, SATURDAY, NOVEMBER 4, 1978

THE OREGONIAN, FRIDAY, NOVEMBER 3, 1978 3M E/

Ship scores grand slam in Portland bridge game

Part of the Fremont Bridge's wind bracing was bent early Thursday, apparently by a cargo crane on the Marie Bakke, the ship that hit a railroad bridge Saturday, a state Department of Transportation engineer said.

An estimated $50,000 damage was done to two members of the bracing, which protects the bridge in high winds, but the overall bridge stability was not affected, said Ed Hardt, the regional engineer in charge of maintenance.

U.S. Coast Guard investigators had not completed their probe by late Thursday, but no damage to the container vessel's superstructure or any persons on board had been reported, a spokesman said.

The ship was moving upriver from Swan Island, where it had been undergoing repairs for damage from the earlier collision, to the Bunge Grain terminal between the Fremont and Broadway bridges, the Coast Guardsman said.

A cargo crane on the aft end of the ship apparently struck the underside of the bridge, the spokesman said. The cranes are designed with some "give," and no damage report had been received about devices on the Marie Bakke, he said.

"The bridge designers are still analyzing the bridge to tell us what sequence to go through to make the repairs," Hardt said.

The engineer said he turned the matter over to the state attorney general's office because the Department of Transportation has no procedure for dealing with maritime accidents.

Burlington Northern Inc., owner of the damaged railroad bridge, is seeking $3.2 million in damages against the vessel and Knutsen Line Inc. in a suit filed earlier this week in U.S. District Court in Portland.

U.S. Marshal Wallace Bowen said the ship was at Terminal 1 Thursday night and had not been released to sail.

Form 81-734-2373

OREGON STATE HIGHWAY DIVISION

Investigation and Report of Damage to Highway Structure

DATE OF ACCIDENT November 2, 1978 Hour: 7:30 A.M. .... P.M.

FIRST PARTY

VEHICLE: Make .... Model .... Year ....

Ship ~~Truck (Car) license~~ Marie Bakke PUC license ORE ....

Trailer license .... PUC license ORE ....

Driver .... (Name) .... (Address)

Registered owner Knutson Lines (Name) .... (Address)

Insurance Company .... (Name) .... (Address)

Second Party

(If another vehicle was involved, identify it on back.)

STRUCTURE: Fremont Bridge Bridge #2529 (Name of bridge or scale. If sign or signal, state type)

Highway Stadium Freeway, Hwy. #61 (State Highway Name and Number, not US or ORE Route) MP 3.32

Extent of damage Wind bracing bent and possibly the gusset plates are also sprung. (Describe fully)

Estimate of cost of repair $ 50,000

Estimate made by Ed Hardt Estimate checked by ....

Region Engineer

WITNESSES TO ACCIDENT: (If no witness was present when accident occurred, give names or first to reach scene such as State Police Officer, ambulance or wrecker driver or Highway Division employees. Give time of arrival. Show statements on back of report. If no witnesses, write "NONE".)

1. Bob Jones, Operator of Broadway Bridge. On the Broadway Bridge
(Name) (Address) (Title or occupation) (Location when accident occurred)

2. Phone # at the Broadway Bridge 248-3455
(Name) (Address) (Title or occupation) (Location when accident occurred)

3. Bridge Maintenance office, Multnomah County, 248=3757
(Name) (Address) (Title or occupation) (Location when accident occurred)

Other Witnesses

WITNESSES TO DAMAGE: (Give name, occupation or title, address, time damage was observed and state who reported to Highway Division, who received the report, and brief description of conditions.)

1. Ed Hardt, OSHD Milwaukie, Region Engineer 10:00 a.m.
(Name) (Address) (Title or occupation) (Time damage observed)

2. Clair Kuiper OSHD Milwaukie, Region Bridge Engineer 10:00 a.m.
(Name) (Address) (Title or occupation) (Time damage observed)

3. Otto Staples, OSHD, Milwaukie Inspector 10:00 a.m.
(Name) (Address) (Title or occupation) (Time damage observed)

ESSES' OR DRIVER'S DESCRIPTION OF ACCIDENT: (Include name of witness, when and to whom the statement was given.)

Bob Jones, Operator of the Broadway Bridge, "I was talking to the Hawthorne Bridge when I noticed the crane on the Marie Bakke bouncing across the bottom of the Fremont Bridge. After the ship docked at the Bunge Corp. dock, they lowered the crane that did the damage. This was at 7:52 a.m.--two Willamette Western tow boats were moving the Marie Bakke--Willamette Mariner and Willamette Chief."

WAY DIVISION EMPLOYEES' INVESTIGATION AND DESCRIPTION OF ACCIDENT: Tell when investigation was made, who was interviewed and pertinent facts obtained. Give Second Party information in detail. When possible copies of police reports should be attached. If unavailable, list below pertinent information from police report.

The Marie Bakke was being moved from Swan Island to a grainery upstream from the Fremont Bridge. As it passed under the structure between Panel Points 21' and 22' a crane on the ship struck and bent the wind bracing, there is also possible damage to the gusset plates.

was it determined who was responsible for damage; by observation of wrecked vehicle, from statement of witness or driver, or by what other means?

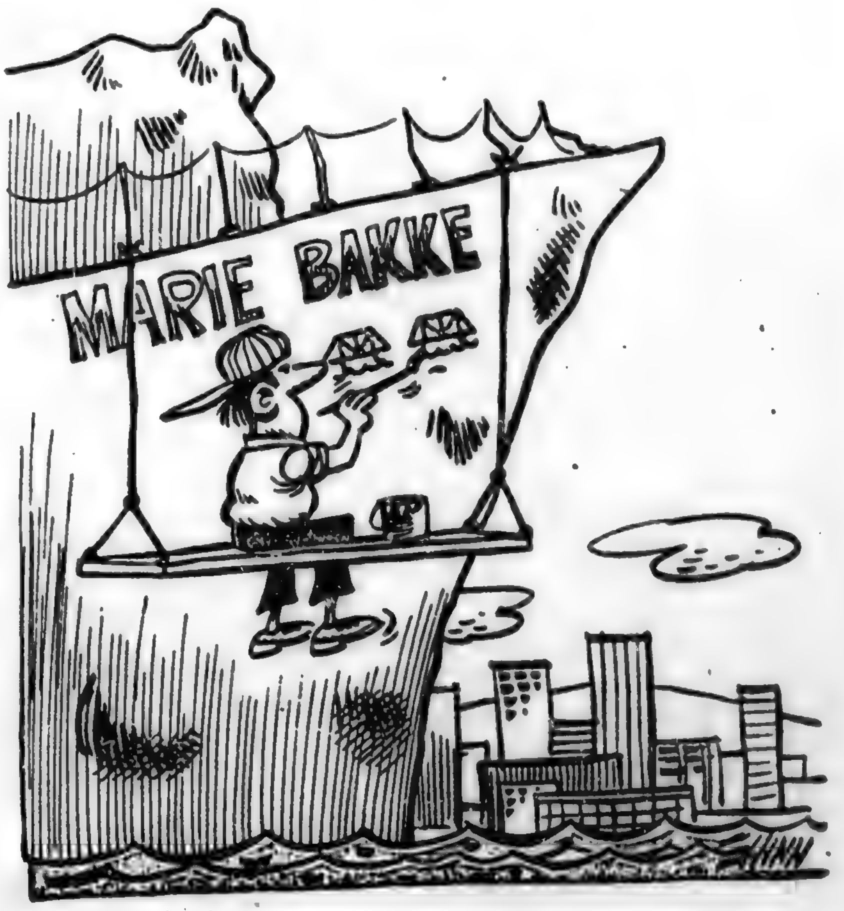
ure that report shows who saw accident, who saw damage, who heard statement reported, when seen, when and where heard, etc., who made statements, etc.

ROVED: ....
District Engineer

Signature of Investigator: Burton C Bonney

Title: Region Bridge Inspector

ibution: Original and two copies to District Engineer; one copy to Regional Engineer; retain one copy for files.



Ship slams second span

PORTLAND, Ore. (UPI) — The Norwegian container ship Marie Bakke, which struck a railroad bridge on its way up the Willamette River Saturday, struck a highway bridge Thursday, the Coast Guard said.

The Oregon Department of Transportation estimated damage to the Fremont Bridge at $50,000.

Burlington Northern Railroad, in a suit filed in federal court, claims $3.2 million damages as a result of the earlier accident, $1.5 million for damage to the bridge and the remainder for expenses resulting from loss of use of the bridge, which was jammed in an open position.

A Coast Guard spokesman said a cargo crane on the 571-foot Marie Bakke apparently struck the Fremont Bridge as the ship moved upriver from Swan Island, where it had been undergoing repairs from the first accident, to the Bunge Grain terminal to load. Ed Hardt, regional engineer in charge of maintenance for the Department of Transportation, said overall stability of the bridge was not affected but bracing which protects the structure in high winds was damaged.

Hardt said he has referred the matter to the Oregon attorney general because his department has no procedures for recovering damages resulting from maritime accidents.

Coast Guard investigators said there was no damage to the superstructure of the ship and no one aboard was hurt.

The ship was placed under arrest after the first accident and U.S. Marshal Wallace Bowen said Thursday the ship had not been released for movement.

The Oct. 28 accident occurred with a pilot aboard and came just 26 days after the vessel was christened. It is owned by Knutsen Line Inc. Columbian 11-3-78

cc Ellison
Coast Guard

1979 Pacific Hwy. W. @ SW 53d 8[illegible]
Ave. intersection near
south Portland (Grade, pave & signals)

C+A 6549 6-8-98

8873

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
no trans. necessary

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-4-81

State
Oregon

County
Multnomah

Project Number
HHS-HES-9361(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 91,641.00	11,000.00 (145) $ 80,641.00 (141)
Federal funds	$ 82,476.00	9,900.00 (145) $ 72,576.00 (141)
Other revisions		

This modification is made for the following reasons: To show appropriation code split of funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of February, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Operation Programming Engineer
(Title)

~~BY~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Ernie Valach (Acct.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

S-Files

Oregon State Highway Division
Salem, Oregon February 3, 1981

Federal Aid Project
No. HHS-HES-9361(4)

Pacific Hwy. W. at S.W. 53rd Ave.
Pacific W. Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE Preliminary Engineering	All Required		$11,000.00
Type Code Y008 Channelization (M.P. 6.97)			
Mobilization	All Required	(56%)	4,200.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	160 Sq. Ft.	7.75	1,240.00
Temporary Barricades	1 Each	125.00	125.00
Temporary Plastic Safety Markers	25 Each	78.20	1,955.00
Flagmen	140 Hour	20.00	2,800.00
Earthwork	All Required		2,400.00
Aggregate Base	480 Cu. Yd.	15.85	7,608.00
Class "B" Asphalt Concrete	325 Ton	32.80	10,660.00
12-inch Culvert Pipe	42 Lin. Ft.	49.00	2,058.00
Concrete Inlets, Type B	1 Each	585.00	585.00
Concrete Curbs	315 Lin. Ft.	7.20	2,268.00
Removal of Existing Sign Installations	All Required		150.00
Wood Sign Posts	All Required		150.00
Type "C" and "D" Signs in Place	12 Sq. Ft.	18.00	216.00
Type "EE" Signs in Place	31 Sq. Ft.	14.00	434.00
Type "H" and "I" Signs in Place	45 Sq. Ft.	11.20	504.00
Type "U" Signs in Place	34 Sq. Ft.	18.00	612.00
Move and Reinstall Existing Sign	All Required		75.00
			$40,540.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 550.00
Remove Pavement Striping (Ex. & Temp.)	All Required		150.00
			$ 700.00
	SUBTOTAL		$41,240.00
	Engineering		5,979.00
	TOTAL		$47,219.00

Oregon State Highway Division
Salem, Oregon February 3, 1981

Federal Aid Project
No. HHS-HES-9361(4)

Type Code Y031
Traffic Signal (M.P. 6.97)

Mobilization	All Required	(44%)	$ 3,300.00
Traffic Signal Installation, Complete	All Required		25,890.00
	SUBTOTAL		$29,190.00
	Engineering		3,432.00
	Engineering (Sig. Controller Testing)		800.00
			$33,422.00

Length of Project ------------- 0.00 mile

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	(145)	$11,000.00	$ 9,900.00	$ 1,100.00
Channelization	(141)	47,219.00	42,497.00	4,722.00
Traffic Signal	(141)	33,422.00	30,079.00	3,343.00
TOTAL		$91,641.00	$82,476.00	$ 9,165.00

Group 1-100%
Contract No. 8873
Prefix 26-1907
Prefix 26-1006

Pacific Hwy. W. at S.W. 53rd Ave.
(Nonparticipating - State Work)

Setting Mailbox Posts	2 Each	100.00	$200.00

8873

8

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-147 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2-16-79	Form Approved; O M B No. 04-R2089 State: Oregon County: Multnomah Project Number: HHS-9361 (4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 8, 1978,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,100	$ 91,641
Federal funds	$ 4,590	$ 82,476
Other revisions		

This modification is made for the following reasons: To add the construction phase and increase the P.E. cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. S. Hunter

Technical Services Engineer
(Title)

for: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

file

Oregon State Highway Division
Salem, Oregon, February 12, 1979

Federal Aid Project
No. HHS-9361 (4)

PACIFIC HWY. W. AT S.W. 53RD AVE.
PACIFIC W. HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,100.00
Type Code Y008			
Channelization (M.P. 6.97)			
Mobilization	All Required (56%)		$ 4,200.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	160 Sq.Ft.	7.75	1,240.00
Temporary Barricades	1 Each	125.00	125.00
Temporary Plastic Safety Markers	25 Each	78.20	1,955.00
Flagmen	140 Hour	20.00	2,800.00
Earthwork	All Required		2,400.00
Aggregate Base	480 Cu.Yd.	15.85	7,608.00
Class "B" Asphalt Concrete	325 Ton	32.80	10,660.00
12-inch Culvert Pipe	42 Lin.Ft.	49.00	2,058.00
Concrete Inlets, Type B	1 Each	585.00	585.00
Concrete Curbs	315 Lin.Ft.	7.20	2,268.00
Removal of Existing Sign Installations	All Required		150.00
Wood Sign Posts	All Required		150.00
Type "C" and "D" Signs in Place	12 Sq.Ft.	18.00	216.00
Type "EE" Signs in Place	31 Sq.Ft.	14.00	434.00
Type "H" and "I" Signs in Place	45 Sq.Ft.	11.20	504.00
Type "U" Signs in Place	34 Sq.Ft.	18.00	612.00
Move and Reinstall Existing Sign	All Required		75.00
			$ 40,540.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 550.00
Remove Pavement Striping (Ex. & Temp.)	All Required		150.00
			$ 700.00
	Subtotal		$ 41,240.00
	Engineering		5,979.00
	Total		$ 47,219.00

Type Code Y031
Traffic Signal (M.P. 6.97)

Mobilization	All Required (44%)	$ 3,300.00
Traffic Signal Installation, Complete	All Required	25,890.00
	Subtotal	$ 29,190.00
	Engineering	3,432.00
	Engineering (Sig. Controller Testing)	800.00
		$ 33,422.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000	$ 9,900	$ 1,100
Channelization	47,219	42,497	4,722
Traffic Signal	33,422	30,079	3,343
Total	$ 91,641	$ 82,476	$ 9,165

Group 1 100%
Contract No. 8873
Prefix 26-1907
Prefix 26-1006

Pacific Hwy. W. at S.W. 53rd Ave.
(Nonparticipating - State Work)

Setting Mailbox Posts	2 Each	100.00	$200.00

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-81	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-8-78	ate Oregon County Multnomah Project No. HHS-9361(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W @ 53rd Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-1-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,100.00	$ 4,590.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
By For: H. S.Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 24, 1978

Federal Aid Project
No. HHS-9361(4)

Pacific Highway West @ SW 53rd Ave. Section
SR 99W in Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (M.P. 68.7 - Pacific Hwy. West)

Preliminary Engineering	All Required	$ 5,100.00
	Total	$ 5,100.00

Length of Project . . . 0.0 Mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,100.00	$ 4,590.00	$ 510.00
Retain in Program (Contract Work)	90,000.00	81,000.00	9,000.00
Total	$95,100.00	$85,590.00	$9,510.00

Group 1 - 100%
Prefix: 26-1907
Pro Rata 90.0%

#8873 7-9-80 L.

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 028

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7-9-80	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. HHS-9361(4)
COMPLETION DATE 9-4-79	ACCEPTANCE DATE BY CONTRACT AGENCY 10-15-79	TIME ELAPSED 93 %	CONTRACT TIME 220 C.D.
APPROVED EXTENSIONS None	LOCATION 53rd & Barbur Blvd., Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. W. @ SW. 53rd AVE.
Signals

The purpose of this project was to provide minor intersection improvements and traffic ~~signals for improvements and traffic~~ signals for improved operations at this location. Total project cost was $63,250 representing a 23 percent underrun.

RECEIVED
STATE HWY ENGR
JUL 15 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sum | Act | File

7-15
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE CTChristianson C. T. Christianson	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 7-11-80	TITLE Field Operations Engineer — DATE 7/14/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

813

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

11-6-79

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hellsgate Construction Co., Inc., No. 8786	Dexter State Park, Lane County	October 12, 1979
E. M. Waldron Sr. Construction, No. 8800	Little Deschutes R. (Montgomery) Br., Deschutes County	October 15, 1979
Continental Crushing & Leasing, Inc., No. 8850	Ukiah Rock Production, Umatilla County	October 17, 1979
Douglas S. Coats Construction, No. 8908	Malehur River (Airport Rd.) Bridge, Malheur County	October 18, 1979
Donald M. Drake Co., No. 8589	N.E. Maywood Place, Multnomah County	October 24, 1979
Tice Electric Co., No. 8873	Pacific Hwy. West @ SW 53rd Ave., Multnomah County	October 25, 1979
Cascade Construction Co., No. 8797	Vineyard Rd., Naef Rd., & Boardman Ave., Clackamas Co.	October 26, 1979
Coral Corp. & Coral Const. Co., No. 8899	Linn Co.Bridge End Guard Rail Project, Linn County	October 26, 1979
Cascade Construction Co., No. 8737	Milwaukie-Gladstone, Clackamas County	October 29, 1979
Hannan Bros. Const., Inc., No. 8843	Second St. U'Xing (Hood River), Hood River County	October 29, 1979

Contractor and Contract No.	Section and County	Acceptance Date
Hensel Phelps Const. Co., No. 8577	N. Banfield Interchange (NE 102nd Ave. Str.), Multnomah County	October 30, 1979
Peter Kiewit Sons' Co., No. 8648	NW Kittridge Ave.-NW 26th Ave. (Portland), Multnomah County	November 1, 1979
R. A. Hatch Co., No. 8859	Oregon Slough Bridge, Multnomah County	November 5, 1979

November 6, 1979

H. S. Coulter, State Highway Engineer

#8873

CON 5
#8873

October 31, 1979

Rathbone, King & Seeley
1 S. W. Columbia
Portland, OR 97201

Gentlemen:

Contract No. 8873 awarded to Tice Electric Co. for work on the Pacific Highway West at S. W. 53rd Avenue in Multnomah County was completed on September 4, 1979, and accepted by the State Highway Engineer on October 25, 1979.

Final payment in the amount of $2,994.14 will be released to the contractor after November 5, 1979. The total contract amount is $57,852.98 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8LP

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments DEPT.   378-6594 TELEPHONE   FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: October 24, 1979

RDChurch for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8873, Work Completed September 4, 1979

Project Pacific Hwy. West @ SW 53rd Ave.

Highway Pacific West

County Multnomah

Type of Work Grading, Paving and Signals

Contractor Tice Electric Co.

Recommended Acceptance Date October 25, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 10/26/79

10-31-79 Surety notified final to be paid after NOV. 5, 1979.

1873

HWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy. West @ S.W. 53rd. Ave.

Oct. 6, 1979

026-1006

HIGHWAY: Pacific Highway West

COUNTY: Multnomah

KIND OF WORK: Grading, Paving and Signals

NAME OF JOB: Pacific Hwy. West @ S.W. 53rd. Ave.

CONTRACT NUMBER: 8873

FEDERAL AID PROJECT NUMBER: HHS-9361(4)

CONTRACTOR: Tice Electric Co.

DATE WORK STARTED: June 1, 1979

ESTIMATED COMPLETION DATE: September 5, 1979

DATE OF CONTRACT: January 29, 1979

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED CALENDAR DAYS 220

CALENDAR DAYS USED 205

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93

PROJECT AUTHORIZATION $ 81,787.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING $ 74,644.35

ENGINEERING AUTHORIZATION $ 7,143.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 71,630

ENGINEERING COST TO DATE $ 5,700

DATE PROJECT WAS COMPLETED: Sept. 5, 1979

ESTIMATED PERCENT UNDERRUN 4 %

PERCENT OF AUTHORIZATION 80 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		480 CY			325 TON
TOTAL QUANTITIES CORRECTED TO DATE		190 CY			190 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		190			190
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		

RECEIVED
OCT 8 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

9/30 SUNDAY	No activity.
10/1 MONDAY	No activity.
10/2 TUESDAY	No activity.
10/3 WEDNESDAY	No activity.
10/4 THURSDAY	No activity.
10/5 FRIDAY	No activity.
10/6 SATURDAY	No activity.

REMARKS

SUMMARY: No activity.

ANTICIPATED NEXT WEEK: Office work on Semi-Final.

SIGNED Wayne Schultz for LOCATION Portland

W.E. Hoffman Res. Engr.

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

8813

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

Keasey
Jackmond
Hopkins
Williams
[illegible]
Glenn

RECEIVED
OCT 24 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

DATE: September 21, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HHS-9361(4)

Contract 8873, Work Completed September 4, 1979

Project Pacific Hwy. W. @ SW 53rd Ave.

Highway Pacific West

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-22-79

G. K. Hosner
for G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
OCT 25 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

RDC:mk

cc: H. S. Coulter
C. T. Keasey✓
E. L. Hardt
R. D. Church

posted
H. S. COULTER

send copies

8873

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
October 16, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Reports--
November Contract Letting

TO: E. S. Hunter, Technical Services Engineer
J. H. Versteeg, Head of Engineering

Attached are project noise study reports contained in the October letting schedule. These are:

NOTED
E. S. HUNTER

Pacific Highway West at S.W. 53rd Avenue
Barbur Boulevard, Multnomah County

Beaver Creek Bridge
Powers Highway, Coos County

Also within the October letting schedule are three projects covered by the Statewide Noise Study Report. These are:

West City Limits-Calvin Street and "E" Street-"H" Street
Columbia City, Columbia County

Thomas Creek (Devaney) Bridge
Linn County

Willow Creek (Morgan Street) Bridge
Heppner, Morrow County

No traffic noise abatement is proposed. The following construction time constraints are recommended for all projects.

> No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, the following pile driving constraint is recommended for the Willow Creek Bridge and Beaver Creek Bridge projects.

> No pile driving operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

RECEIVED
TECHNICAL SERVICES
OCT 17 '78
REFER TO
FOR

It is concluded that the noise reduction benefits to be derived from implementing these recommendations could outweigh any inconvenience to construction. The piledriving and construction time constraints are consistent with our Statewide Noise Study Report.

Your approval is requested.

GAP:TP:ss

Attachments

NOISE STUDY REPORT

Pacific Highway West at SW 53rd Avenue
Barbur Boulevard
Multnomah County

Prepared by

Oregon Department of Transportation
Technical Services Branch
Steven Lindland, Ass. Envir. Eng.

August 1978

APPROVED
E. S. Hunter
Date 10-17-78

8873

8

June 8, 1978

County Engineer
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS and
AGREEMENTS No. 6549

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on Pacific Highway West at S.W. 53rd Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8873

STATE OF OREGON **INTEROFFICE MEMO** 1W

TO: F. E. Terpin
Location Engineer

DATE: May 11, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Signal Installation
S.W. Barbur Boulevard at S.W. 53rd Avenue
Multnomah County

4 Versteeg ✓
3 Christensen Doc
5 George
2 Olson adl
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Based on a study of volumes versus turning movements at the subject intersection, a separate left-turn signal phase is not required. Based on the accident records for the past four years, a left-turn pocket would be highly desirable. The left turns from ORE99W represent only one percent of the total traffic through the intersection, but caused 19 percent of the accidents and 24 percent of all personal injury accidents. A five-phase signal operating without left-turn channelization would not operate well at this intersection. There must be a way of detecting left-turning vehicles separately.

Because of the high speed and poor vertical and horizontal alignment at the intersection, the left-turn lanes would be very beneficial, however, calculations based on a number of factors indicate that only $7,000 should be spent to accomplish this. The $100,000 needed to develop the improvement cannot be justified.

Justification can be made for the installation of a two-phase signal at this intersection based on a possible reduction of cross-street vehicle accidents. They presently account for 67 percent of the total and 60 percent of the personal injury accidents.

The two-phase operation should have no adverse effect on the left-turn movement as we will not be changing their existing situation.

It is, therefore, recommended that a two-phase, fully-actuated signal be installed with such curbing and overlay work as is necessary for pole and detector placement. This proposal should keep the project within the scheduled $90,000. It is also suggested that when funding becomes available that the widening and channelization, as proposed by Region, be installed.

Through a copy of this letter, I am requesting that W. W. Geibel, R. W. Failmezger and W. R. Zirbes get together in the field to determine the needs of the project prior to design.

REFERRED TO
Beard Staudenmayer
Cole ✓ Sample
Erikson Watson
Hager Dern Lau
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

RECEIVED
MAY 15 1978
LOCATION SECTION

L. E. George
L. E. George
Traffic Engineer Supervisor

WRZ:ds

cc: W. W. Geibel
Robert Judson
R. W. Fail

cy. D. Adams
Versteeg ✓

NOTED

8873

9

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

April 27, 1978

Ms. Rena Cusma, Director
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon

Finance Division
426 SW Stark Street
Portland, Oregon

MAY 4 12 24 PM '78
MULTNOMAH COUNTY
OREGON

Mr. Oliver Domreis ✓
County Engineer
2115 SE Morrison Street
Portland, Oregon

Dear Madam & Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held April 27, 1978, the following action was taken:

Form of Order in the matter of the execution of an Agreement with State of Oregon Highway Division providing for installation of traffic signal at SW 53rd Ave. and Barbur Blvd., with County to pay electrical energy costs)

The above-entitled matter having come before the Board, and full consideration having been given thereto, upon motion of Commissioner Roberts, duly seconded by Commissioner Corbett, it is unanimously

ORDERED that Multnomah County, Oregon, enter into the above entitled Agreement tendered to and before the Board this date, and thatthe Chairman of the Board be and he is hereby authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By ______________________
Clerk of Board

lv
cc: Budget

____County Eng.
____Eng. Sec.
____Prog. Coord.
____Traffic X
____Neigh Imp.
____Const. Eng.
____Comput
____Eng. Plan
____Eng. Draft
____Supv. Clk.
____File
____Dir. Plan. Dev.
____Des. Admin.
____Opr. & Maint.
____Accounting

8873

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

11-1-77

8

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO.: HS-9361 (4)

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80025

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11-1-77

FEDERAL ROUTE NUMBER: FAU 9361

STATE ROUTE NUMBER: Primary I W

GENERAL LOCATION:

"Pacific Highway West at SW. 53rd Avenue Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XXX PREPARATION including utility preparatory work
TEC NTE $5,100 - F.F. $4,590
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-25-77 letter, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

You are authorized to proceed with the work as shown above.

NOTED
F. B. KLABOE

Swan
11-4-77

DATE: 11-1-77

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8873

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 3, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Traffic signal and left-turn lane installation
Pacific Highway West
(S.W. Barbur Boulevard) at
S.W. 53rd Avenue
Title II, Section 209
Multnomah County

NOTED
E. S. HUNTER

Copy
TRA 7-8

The intersection of Southwest 53rd Avenue on Barbur Boulevard has experienced an increased traffic load since the Portland Community College has been in use. There have been requests in the past asking for improvements. An investigation was made in October, 1975. At that time, advance crossroad symbols were installed, some brush was cut from the highway, and improved striping and delineation were accomplished.

The attached collision diagram shows 21 reported accidents from January 1, 1973 through December 31, 1976. There were 20 injuries involved in these accidents. Six reported accidents within the last 12 months were of the type preventable by signalization.

The purpose of this project is to reduce vehicle conflicts at this intersection by installing a fully-actuated five-phase signal and a left-turn refuge on Barbur Boulevard.

The project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a non-major action and be included under the Statewide Safety Assessment.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh

Attachment

cc: E. S. Hunter✓
R. N. Bothman w/attach
Jef Kaiser w/attach
L. E. George w/attach
Don Trout w/attach

RECEIVED
STATE HWY ENGR
AUG 3'77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1979 Willamette R. (Marquam) 8874
Bridge Sec. of Pac. Hwy. in
Portland (Protective fencing)

887

L.

☆U.S. GOVERNME[illegible] - 732 - 628

STATE COPY

cc: State (H.S.Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

8 - 14 - 80

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 8-14-80	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-5-6(88)301
COMPLETION DATE 4-19-79	ACCEPTANCE DATE BY CONTRACT AGENCY 6-13-70	TIME ELAPSED 65 %	CONTRACT TIME 110 CD
APPROVED EXTENSIONS None	LOCATION Marquam Br. (I-5) Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MARQUAM BRIDGE
Safety Fence

The project was completed well ahead of schedule at a final contract cost of $76,828 representing a 2 percent underrun.

RECEIVED
STATE HWY ENGR
AUG 15 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8 18
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C T Christianson C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8/15/80	TITLE Field Operations Engineer	DATE 8/15/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc. No. 8743	Pacific Hwy. W. @ Barger Ave. (Eugene) Lane County	June 11, 1979
Bracelin-Yeager Exc. & Trucking, Inc. No. 8811	Hull St.-College Entrance (Coos Bay) Coos County	June 11, 1979
Hansen Electric Co. No. 8672	Oregon Coast Hwy. @ 11th St. (Bandon) Coos County	June 13, 1979
Lakeside Industries No. 8775	Old Portland Rd.-S. 6th St. (St. Helens) Columbia County	June 13, 1979
San Jose Steel Co., Inc. No. 8874	Willamette River (Marquam) Bridge Multnomah County	June 13, 1979
Hamilton Construction Co. No. 8773	Grande Ronde River (Pierce Lane) Bridge Union County	June 14, 1979
Hamilton Construction Co. No. 8822	Grande Ronde River (Peach Lane) Bridge Union County	June 14, 1979
Roy L. Houck Construction Co. No. 8683	Bellevue-McMinnville Yamhill County	June 27, 1979
Zuber Bros. Contractors, Inc. No. 8489	SW Sheridan St.-SW Slavin Rd. (Portland) Multnomah County	June 29, 1979
Houck-McCall Corp. No. 8866	Arlington Rock Production Gilliam County	June 29, 1979

July 5, 1979

H. S. Coulter, State Highway Engineer

8874

June 15, 1979

Insurance Company of North America
P. O. Box 7985
San Francisco, CA 94120

Gentlemen:

Contract No. 8874 awarded to San Jose Steel Co., Inc. for protective fencing on the Willamette River (Marquam) Bridge Section of the Pacific Highway in Multnomah County was completed on April 19, 1979, and accepted by the State Highway Engineer on June 12, 1979.

Final payment in the amount of $4,286 will be released to the contractor after June 20, 1979. The total contract amount is $76,828.06 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: San Jose Steel Co., Inc.
P. O. Box 20025
Portland, OR 97220

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hackk)
E. L. Hardt

8874

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette River (Marquam) Bridge

WEEK ENDING: June 2, 1979

SECTION PREFIX: 626-1030

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: Willamette River (Marquam) Bridge

KIND OF WORK: Protective Fencing

CONTRACTOR: San Jose Steel Company

CONTRACT NUMBER: 8874

FEDERAL AID PROJECT NUMBER: I-5-6(88)301

DATE OF CONTRACT: January 29, 1979

DATE WORK STARTED: March 22, 1979 (10:00 PM)

ESTIMATED COMPLETION DATE: April 19, 1979 5:15 A.M.

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: 110

CALENDAR DAYS USED: 67

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 61%

PROJECT AUTHORIZATION: $ 91,129.48

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 83,170.57

ENGINEERING AUTHORIZATION: $ 7,958.91

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,828.06

ENGINEERING COST TO DATE: $ 6,500.00

DATE PROJECT WAS COMPLETED: April 19, 1979 5:15 A.M.

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 8 %

PERCENT OF AUTHORIZATION: 82 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	FENCE ~~XXXXX~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.34				
MILES PARTIALLY COMPLETED	0.34				
MILES COMPLETED	0.34				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,236 L.Ft.				
TOTAL QUANTITIES CORRECTED TO DATE	4,207 L.Ft.				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,207 L.Ft.				
AVERAGE DAILY QUANTITIES	221 L.Ft.				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 L.Ft.				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar ~~XXXX~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
5-27-79 SUNDAY	P.Cloudy-Showers	0		Project work completed.
MONDAY 28	P.Cloudy-Showers	0		
TUESDAY 29	P.Cloudy	0		
WEDNESDAY 30	Clear	0		
5-31-79 THURSDAY	Clear	0		
6-1-79 FRIDAY	Clear	0		
6-2-79 SATURDAY	Clear	0		

RECEIVED
JUN 5 1979
CONSTRUCTION BRANCH
Kessey K
Jackmond
Hopkins X
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5-27-79 SUNDAY	Contractor has completed all field work. No work this week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
6-2-79 SATURDAY	

REMARKS

STATUS: San Jose Steel Co. has completed all requirements for contract. Third Notification has been submitted. Semi-Final Estimate Data was submitted to sent to Region I on May 30, 1979. This will be the last Field Engineer's Weekly Report for this project unless directed otherwise.

SIGNED Erle L. Calhoun
Arvey D. Nelson, Res. Eng'r.

LOCATION 9250 N. E. Skidmore, Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8874

file

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 8, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Received
5/17/79

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-5-6(88)301

Contract 8874, Work Completed April 19, 1979
Project Willamette River (Marquam) Bridge
Highway Pacific
County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 5-9-79

G.K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
MAY 16 1979
CONSTRUCTION BRANCH

Keasey
Richmond
Hopkins
Williams
Johnson
Glenn

[illegible]
Berg
Inlow
Widmer
Gebauer
Church

1-5

RESIDENT ENGINEER'S PROJECT REPORT

Protective Fencing
Willamette River (Marquam) Bridge Section
Pacific Highway, I-5
Multnomah County
Contract 8874. Prefix 626-1030
Arvey D. Nelson, Resident Engineer
F. A. I. No. I-5-6(88)301
April 1979

The contract was awarded to San Jose Steel Company on January 29, 1979, and the Calendar Day Count began on February 12, 1979.

The contractor spent the month of February mobilizing, ordering, and preparing materials for this project.

By March 5, 1979, he had started fabricating the fence post brackets and asked for a pre-construction conference. This meeting was held at the Region I office on March 8, 1979. Railroad Protective Insurance, Temporary Signing, Equal Employment Opportunity, work schedules, and protection of traffic were discussed at this meeting.

Initial field work began on the night of Thursday, March 22, 1979, with erection of Temporary Signs for the upper deck, Phase II (Northbound) work.

Fence installation began on Sunday, March 25, at 10:00 P.M. with an average of four men working five shifts of six to seven hours each per week. Both sides of upper deck were completed as of April 4, 1979, with removal of the Northbound Temporary Signs.

April 5, 1979, found the contractor setting Temporary Signs for the Southbound traffic and work began on the lower deck, Phase I fencing. Lower deck fencing was completed and all temporary signs removed as of April 19, 1979.

A total of 20 shifts were used to complete the work. The work was performed in an excellant and professional manner by San Jose Steel Company.

There was some mechanical trouble with the sequential arrow sign at times, but through the attention of the State Inspector on the job, these were quickly detected and corrective action was taken.

There were few traffic problems, however, an accident did occur about 1:00 A.M. April 18 (1½ shifts from project completion), when a lady driver, after passing 3,000 feet through lane closure consisting of signs, barricades, sequential arrow, two contractor's flatbed trucks, and cones set at 50-foot intervals, crossed over into the closed lane, scattering cones, and struck the rear end of the contractor's parked pickup. There was major damage to her car and considerable damage to the pickup. Miraculously, there were no personal injuries. She stated she saw no signs, cones, arrows, etc.. There probably is no defense against this kind of driver. Perhaps having the work area well lighted and "Keep Right" (or "Keep Left") signs every 200 feet may have helped prevent this accident. However, having the work area well illuminated did not prevent the same type accident happening a week earlier on another project (The Oregon Slough Bridge Section on I-5).

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JUN 0 7 1979
ROAD DESIGN SECTION

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Resident Engineer's Project Report
Willamette River (Marquam) Bridge Section
Contract 8874, Prefix 626-1030

In retrospect, a major factor in the successful completion of this project was the design of the fence post brackets. They were installed easily, saving time and costs compared to other methods considered. They also will be easier to maintain and replace in the future. The brackets were very handily used for installing temporary signs on the bridge approach parapets during this project.

Original project authorization was for $91,129.48. Final anticipated cost is $84,786.97 or about 7.0 percent underrun.

State Force Order No. 1 was prepared at beginning of project to cover anticipated Railroad Protective Costs to be borne by the State. By telephone on May 7, 1979, Mr. Robert Orr, Union Pacific Railroad Engineer, advised there would be no charges against the project.

Arvey D. Nelson
Resident Engineer

STATEMENT OF OVERRUNS & UNDERRUNS

Willamette River (Marquam) Bridge
Protective Fencing
Pacific Highway, I-5
Multnomah County
Contract #8874, Prefix 626-1030
Arvey D. Nelson, Resident Engineer
May 1979

ITEM	ORIGINAL AMOUNTS	FINAL AMOUNTS	PERCENT OVER OR UNDER
Contract Bid Items	$78,589.06	$76,828.06	- 2.2%
Extra Anticipated Items (S.F.O. #1)	1,000.00	0.00	-100.0%
Contingencies	3,581.51	0.00	-100.0%
Engineering	7,958.91	7,958.91	0.0%
TOTALS	$91,129.48	$84,786.97	- 7.0%

EXPLANATION OF OVERRUNS AND UNDERRUNS

ITEM NO. & DESCRIPTION	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + OR -
1. Mobilization	Lump Sum	ALL	All	0.0%
2. Temporary Protection and Direction of Traffic	Lump Sum	ALL	All	0.0%
3. Temporary Signs	Sq. Ft.	393	397	+ 1.0%
4. Temporary Barricades All barricades called for in transitions for lane closures were used. Coning was done on 50-foot spacing throughout the job versus the 100-foot spacing shown and fewer barricades were used in the actual work areas than the 200-foot intervals shown on the plans. It is felt that sufficient barricades were used in work areas.	Each	27	19	- 29.6%
5. Sequential Arrow Signs	Each	1	1	0.0%
6. Flagmen All necessary flagging was performed for protection of traffic.	Hour	90	26	- 71.1%
7. Chain Link Fence	Lin. Ft.	4,236	4,211	- 0.6%
STATE FORCE ORDERS				
92001 Railroad Protective Costs (Portland Traction Co.) Robert Orr's office, U.P.R.R. Co., advised on May 7, 1979, by telephone there would be no charges for Railroad Protective Costs in connection with this project.	Dollar	$1,000.00	$ 0.00	-100.0%
MISCELLANEOUS				
98999 Contingencies No contingency money was requred as no unanticipated items were added to the project.	Dollar	$3,581.51	$ 0.00	-100.0%
99999 Engineering Final amount is an anticipated figure only. Salem offices' costs for Semi-Final Estimate work have not been determined yet. Work by contractor was accomplished within a month's time. Materials had been inspected prior to arrival on jobsite simplifying field inspection work.	Dollar	$7,958.91	$7,958.91	0.0%

8874

State Copy

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
2131

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

2-22-79

State: Oregon
County: Multnomah
Project No.: I-5-6(88)301

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River (Marquam) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-6-78	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-79	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 96,734.00	$ 89,208.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
xxFor: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 2-22-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, February 23, 1979

Federal-Aid Project
No. I-5-6(88)301

WILLAMETTE RIVER (MARQUAM) BRIDGE
PACIFIC HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,400.00

Type Code Y102
Protective Fencing (Sta. "C" 436+25.5 to Sta. "C&D" 454+08.85)

Mobilization	All Required		$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		3,555.00
Temporary Signs	393 Sq.Ft.	7.50	2,947.50
Temporary Barricades	27 Each	30.00	810.00
Sequential Arrow Signs	1 Each	1,050.00	1,050.00
Flagmen	90 Hour	18.00	1,620.00
Chain Link Fence	4,236 Lin.Ft.	15.96	67,606.56
			$78,589.06

Anticipated Items

Railroad Protective Cost	All Required	$ 1,000.00
	Subtotal	$79,589.06
	Engineering	10,744.94
	Total	$90,334.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description of Work	Total Cost	Federal Funds 92.22%)	State Funds
Preliminary Engineering	$ 6,400	$ 5,902	$ 498
Protective Fencing	90,334	83,306	7,028
Totals	$96,734	$89,208	$7,526

Group 1 - 100%
Contract No. 8874
Prefix: 626-1905 (PE)
626-1030 (Const.)

8874

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project I-5-6(88)301
East Marquam Interchange
Protective Fencing

DATE: November 3, 1978

In reply refer to: HBR-OR

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

We have received Mr. Hart's resubmittal of October 18, 1978 concerning the above subject. We feel your request for protective fencing is well documented and approve the preliminary submittal.

For

G. L. Green

cc:
ODOT (W J Hart)

8874

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTE

Protective Fencing
Willamette R. (Marquam) Bridge
Pacific Highway
Multnomah County
Bridge 8590A

On May 5, 1978 we sent you a proposal to place a protective fence on the approach ramps to the Marquam Bridge. On May 11, 1978 we supplemented this proposal with a sketch showing the chain link fence we proposed to use.

We now wish to further supplement our proposal with two copies each of a memorandum from the Deputy City Attorney in Portland, a letter from our Region Engineer, E. L. Hardt, a sketch showing our latest proposal and a print of drawing 20104 showing the limits of the proposed fencing. About 4,780 lin. feet of fencing will be required and the estimated cost, including an allowance for engineering and contingencies, is $200,000.

This is being sent to you as a preliminary submittal for your approval.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
OCT 19 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8814/

76-11

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

424 S.W. MAIN STREET
PORTLAND, OR 97204

ZONING
248-4250

COMPREHENSIVE
PLANNING
248-4260

TRANSPORTATION
PLANNING
248-4254

SPECIAL
PROJECTS
248-4509

ADMINISTRATION
248-4253

MA ~~PDM~~ PDE TSE SPC
ODOT - METRO
OCT 18 1978
AM PPS ebg FILE T/A

NOTED
E. S. HUNTER

October 16, 1978

Don Adams, Project Development Manager
Oregon Department of Transportation
Metropolitan Branch
5821 NE Glisan
Portland, Oregon 97213

Dear Don:

This is in response to your June 27 letter regarding the proposed screening on the East Marquam Bridge ramps. Given my original comments at the CRAG TTAC, I was concerned that the legal and technical questions about the proposed screening be thoroughly investigated prior to proceeding with what may be a controversial project. I am appreciative of the efforts of the Department to respond to the City's concerns.

As directed by the Mayor, the City Attorney's Office looked into the legal questions generated by the proposed screening. As you are aware, there was some communication between the City and the State Attorney General's office. Attached please find a copy of the City Attorney's opinion on this matter.

Inasmuch as City review and comment on the proposed project was not a required step in project procedures, but rather a courtesy provided by the Department, suffice it to say that the City has reviewed the project and has no objections with its proceeding to construction. In fact, as per the legal comments, we are supportive of the project intentions. Hopefully, screening techniques will be employed which minimize the loss of viewpoint from the Bridge.

If you have any questions concerning this matter, do not hesitate to call me. Thank you again for your cooperation.

Sincerely,

Douglas Wright,
Chief Transportation Planner

Attachment

cc: Mayor Neil Goldschmidt
Commissioner Connie McCready
John Lang, Chief, Bureau of Street and Structural Engineering

DW:hj

10-20-78 JH
cc Walt Hart
Hunter
Klaboe
Sollis.

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FOR
Info Inves R/D D/R Sign Act File

8814

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY ATTORNEY
CHRISTOPHER P. THOMAS
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

RECEIVED
OCT 5 1978
LEGAL

October 2, 1978

NOTED
E. S. HUNTER

INTEROFFICE MEMORANDUM

TO: Doug Wright, Chief Transportation Planner
B106/R203

FROM: Stephen R. Moore, Deputy City Attorney

SUBJECT: Marquam Bridge "Fencing" Project

December Contract Letting.

You have asked our office for a brief statement regarding the State Assistant Attorney General's opinion concerning the State's legal liability for damage caused by objects falling from the Marquam Bridge. We believe the Assistant Attorney General's opinion is correct and that the State is liable for such incidents.

The State is clearly negligent if it fails to prevent objects from falling off the bridge. The State Highway Department knows that the present guardrails do not, nor were they intended to, prevent objects from going over the sides of the bridge. The Highway Department is also aware that debris and auto parts have and will continue to fall from the bridge. In fact, if the Department's information is accurate, it is remarkable no one has yet been injured. Where, as here, one fails to take reasonable steps to guard against an obvious, known hazard, that person or entity is negligent.

The only difficult legal issue relating to this situation is whether the State is immune from liability under the Oregon Tort Claims Act, ORS 30.260 to 30.300. The Tort Claims Act governs all negligence claims brought against public bodies, including the State and its subdivisions. The Act provides that in certain instances public bodies are immune from tort liability. Specifically, ORS 30.265(3) provides,

> Every public body and its officers, employes and agents acting within the scope of their employment or duties are immune from liability for:
>
> . . . .
>
> (c) Any claim based upon the performance of or the failure to exercise or perform a *discretionary function* or duty, whether or not the *discretion* is abused. (Italics added)

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OCT 9 1978
BRIDGE SECTION

Since the enactment of this law in 1967, a line of Oregon cases has developed which hold that the designing and planning of highways is a *discretionary function* for which the public body involved is generally immune from liability for its negligence. The leading Oregon case is *Smith v. Cooper*, 256 Or. 485, 475 P.2d 78 which was decided in 1970. On the other hand, the actual maintenance of existing highways has been classified by the courts as a *ministerial function* for which a public body can be held liable if performed negligently. For example, the removal of ice from bridges has been held to be a ministerial (maintenance) function and public bodies have been held liable for damages resulting from the failure to remove ice. *Daugherty v. State Highway Comm.*, 270 Or. 144, 526 P.2d 1005 (1974).

The real issue in this situation is therefore whether State Highway Department is involved in a discretionary or ministerial act. Logically, guarding against objects falling from bridges can be considered a design function which makes it discretionary. The Highway Department could flawlessly maintain the Marquam Bridge as designed and objects would still go over its sides. Because of the immunity granted public bodies by ORS 30.265(3)(c) for discretionary acts such as design, it would initially seem that the State is therefore *not* liable in this situation.

There are other important factors to be considered, however. For as was stated by the Oregon Supreme Court in *Smith v. Cooper*, supra, although public bodies are "generally immune" for negligence in planning and designing highways, there must be a limit. In some cases, the public body may properly be held liable. The example given in *Smith v. Cooper*, "ludicrous for the sake of clarity", was a road designed to end at the edge of a cliff. Although the Marquam Bridge is not such an obvious example, it may nevertheless fall within the same category if its design presents an obvious hazard. More important, even if initial design of the Marquam Bridge appeared adequate, where experience continually demonstrates that the bridge constitutes a hazard, the problem becomes too great to ignore. It would be ridiculous to conclude that the State can sit back and do nothing about an obvious hazard solely because it is the result of an original design.

In this regard, the California case of *Baldwin v. State*, 6 Cal. 3d 424, 491 P.2d 1121 (1972), which the

Oregon Attorney General's office relied on in giving its opinion, is of interest. In Baldwin, the State of California was held liable for failing to upgrade a traffic intersection which had been adequate when designed but had subsequently become inadequate due to changing traffic conditions. After noting that the evidence showed the design had created a dangerous condition and that the public entity was aware of the dangerous condition, the court concluded that statutory immunity does not allow public entities "to shut their eyes" to the operation of a plan or design once it has been implemented. The logic of this decision seems equally applicable to the Marquam Bridge.

The recent case of Mayse v. Coos County, 35 Or. App. 779 (1978), decided by the Oregon Court of Appeals on August 22, indicates a reluctance in Oregon to accept the reasoning the California court used in Baldwin. Mayse involved a back-country road which had been built over 30 years ago by the CCC using a primitive method of road construction. The road had never been upgraded. The court decided that the essence of the plaintiff's claim was the County's failure to eliminate an unsafe feature which was a part of the original road design, and held that the "decision to change a design, like the design itself, is a discretionary act" to which immunity attaches.

Despite the Mayse decision, we believe that the State may be liable for damage caused by objects falling from the Marquam Bridge, and that the Attorney General's position is correct. There was no indication in Mayse that the County knew the road was dangerous or that accidents of the same type continually occurred along the road. Where, as here, the public body has ample notice of a dangerous condition, we think the Oregon courts will follow the reasoning expressed in Baldwin. Certainly, this is a more just result.

We are not saying the City has any liability for objects falling from the Marquam Bridge. The State built the Marquam Bridge, the State owns it and the State maintains it. Any legal liability should therefore be their's alone. But because real dangers are involved for which the State may be liable, their position is reasonable and should be supported by the City.

Additionally, there is a pragmatic reason for such support. The City is presently seeking the State's cooperation for a similar fencing project in St. Johns where Cathedral Park has just been built beneath the St. Johns Bridge. There, the City would be liable because we built the park directly underneath the bridge and we own the land. If we expect cooperation from the State for that project, we cannot refuse to cooperate with them for the same purpose regarding the Marquam Bridge.

Should you have further questions, please call me at Extension 4061.

Very truly yours,

Stephen R. Moore

STEPHEN R. MOORE
Deputy City Attorney

JERRY JUDAY
Law Clerk

SRM:JJ:mc

cc: Don Eckton
Jack Sollis ✓

8874

8

STATE OF OREGON

INTEROFFICE MEMO

ODOT Metro
DEPT.

238-8226
TELEPHONE

TO: MEMO TO THE FILE

DATE: August 9, 1978

FROM: DONALD R. ADAMS
Project Development Manager

NOTED
E. S. HUNTER

SUBJECT: Marquam Bridge Fencing Project

Several weeks ago, the City of Portland was given a set of the artists renderings for this project for their reaction. The Mayor has now asked the City Attorney to examine the question regarding the AG's opinion. Doug Wright has requested that opinion for the City Attorney's use. It is the Mayor's intention to use the comment from the City Attorney to assist the City in responding to citizens concerns and complaints if and when they arise after construction of the proposed fencing project.

I have determined there is no official Attorney General's opinion on the need for the fencing. The opinion has been given to us by Jack Sollis but not as a formal opinion. The OTC has approved the project as a matter of routine but it has not identified any specific reason in that approval explaining why this particular section of highway should be selected for the subject fencing.

Jack Sollis is on vacation. I talked over the project with Walt Hart and we agreed that an Attorney General's opinion would be appropriate in light of possible extensive effects on nearby highway sections. If specific reasons could be cited for justifying this particular location versus the other state highway sections, our future position would be stronger when answering further requests. Even with his opinion, perhaps OTC action should be taken establishing the need for this installation and reducing the possibility of an all encompassing precedent being established.

Walt Hart agreed to pursue this matter further with Jack Sollis.

DRA/ldo

cc: E. S. Hunter
W. J. Hart
J. Sollis

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AUG 10 '78

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8874 Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 30, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Proj. I-5-6(88)301
Willamette R. (Marquam) Bridge
Pacific Highway
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Salem, Oregon
Attn: Mr. Walt Hart, Structures

We received Mr. Hart's May 5 memorandum indicating a concern over falling objects from the East Marquam freeway ramps. You have asked our approval of a 6' high chain length fence behind the existing rail. The information you have submitted leads us to question the high cost to the benefit ratio received for your proposed installation. We question the need for the entire section shown. Perhaps some additional thought might be given to this item.

As you know, portions of the East Marquam roadway widths are substandard due to the change in design after the elmination of the Mt. Hood Freeway. Are you going to propose rail revisions to obtain additional widths on both the upper and lower decks? We are not aware of your future plans but if widening is contemplated, protective screening could be very effectively incorporated into such work.

Your initial submittal, although protecting the property below, pushes all debris back onto the highway and would be a very definite hazard to the traveling public. However, you sent us a revised sketch which provides a small flat area covered with chain length fabric just outside the rail and before the 6' fence ("L" shape) in which the debris would be collected outside the roadway and be removed by maintenance forces. We feel this design is more appropriate. Any proposal should be modified to closely agree with this sketch.

For G. L. Green

RECEIVED
TECHNICAL SERVICES

JUL 3 '78

REFER TO
Hart

FOR

Info	Answer	R/D	D/R	Sign	Act	File
			X			

8874

GENERAL FILES

8

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
Administrator
Metropolitan Branch

DATE: June 7, 1978

SUBJECT:
East Marquam Bridge
Proposed Protective Fencing

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Structural Design Engineer

Attached are two copies of a sketch and rendering of the proposed screen to be installed on the East Marquam ramps. These details should only be considered preliminary at this time. The drawings are being sent to you for forwarding to the City for their review as requested in Mr. Wright's letter of May 22, 1978. We welcome any constructive suggestions that the City may have about the proposed screen. The need for the screen is not in question, that having already been answered by our legal counsel.

You will note that on the typical section sketch, a recommendation for the height of screen is requested. It would be appropriate to request some input from Region 1 on the height of the screen.

WJH:dh
Attachments

cc E. S. Hunter
E. L. Hardt /w/ attachment

RECEIVED
TECHNICAL SERVICES
JUN 8 '78
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

81-125-1307

8874

8

DATE: May 16, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klabue, Assistant
Director for Operations

SUBJECT: Finance Approval, I-5
Protective Fencing Project
Willamette River (Marquam) Bridge

On the Consent Calendar for the May 30 meeting will be a request to add an urgently needed Interstate safety project to the Six-Year Program.

We have a continuing problem with debris from Marquam Bridge traffic falling upon Portland General Electric Company facilities at the east end of the bridge. In the past year two alarming incidents occurred. On July 15, 1977, a large truck tire and wheel crushed a van causing $5,500 in damages. On March 17 of this year, a broken leaf spring penetrated the roof of a shop building where two workmen were working only minutes before.

We propose to place a six-foot high, chain link fence on top of existing bridge parapets on both sides and both levels of the approach ramps on the east end of the bridge. This 4,000 feet of protective fencing is estimated to cost $158,000, including preliminary engineering work. Federal Interstate participation will pay $145,700 of the cost, requiring $12,300 in State matching funds.

This project has been investigated and is eligible for funding under the Federal Aid Interstate Program. I recommend your approval of the project.

bc: C. W. Head
H. S. Coulter
E. S. Hunter
J. H. Versteeg
W. J. Hart
R. N. Bothman
George Bell
R. A. Burco
L. W. Rulien (for Six-Yr. Program)
D. H. Moehring
F. E. Terpin
V. E. Skoog
E. L. Hardt

RU:cw srb

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: April 25, 1978

A. IDENTIFICATION:

Proposed Section: Willamette R. (Marquam) Br. Protective Barriers   Region: 1
Highway: I-5   St. Hwy. No. 1   M.P. 300.98 M.P. ____   Length: 1200'
County(s): Multnomah   (Attach Sketch Map)
Recommended Construction Date: Oct. 1978   Proposed 6 YP ____
Method of Doing Work: Contract X   St. Force ____   Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Federal Aid Interstate

FAI ☒, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:										
Proposed Facility:	NA	NA	NA	NA		NA	NA		NA	

D. DEFINE THE PROBLEM:

Traffic debris falling from Marquam Br. onto property below the bridge. Falling debris has penetrated roof of shop building and endangered working personnel.

E. PROPOSED SOLUTION:

Cyclone fence extending 6 feet above existing bridge parapet along curve above endangered property (east side of river).

F. REASON FOR REQUEST AT THIS TIME:

Urgent request from property owner to eliminate falling debris problem. Elimination of a potentially fatal accident situation.

G. COST ESTIMATE

Roadway Work	$
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	
Other (Define) Fencing	150,000
Preliminary Engineering (By Whom) State	8,000
TOTAL	$ 158,000

H. REQUESTED BY: Walter J. Hart
Structural Design Engineer

Approval/Disapproval H E Coulter 5/5/78
State Highway Engineer Date

Approval/Disapproval F B Klaboe 5-1-78
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date May 30, 1978

cc Swan 6-1-78

Remarks & Action Taken:

Per consent Calendar May 78 meeting

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

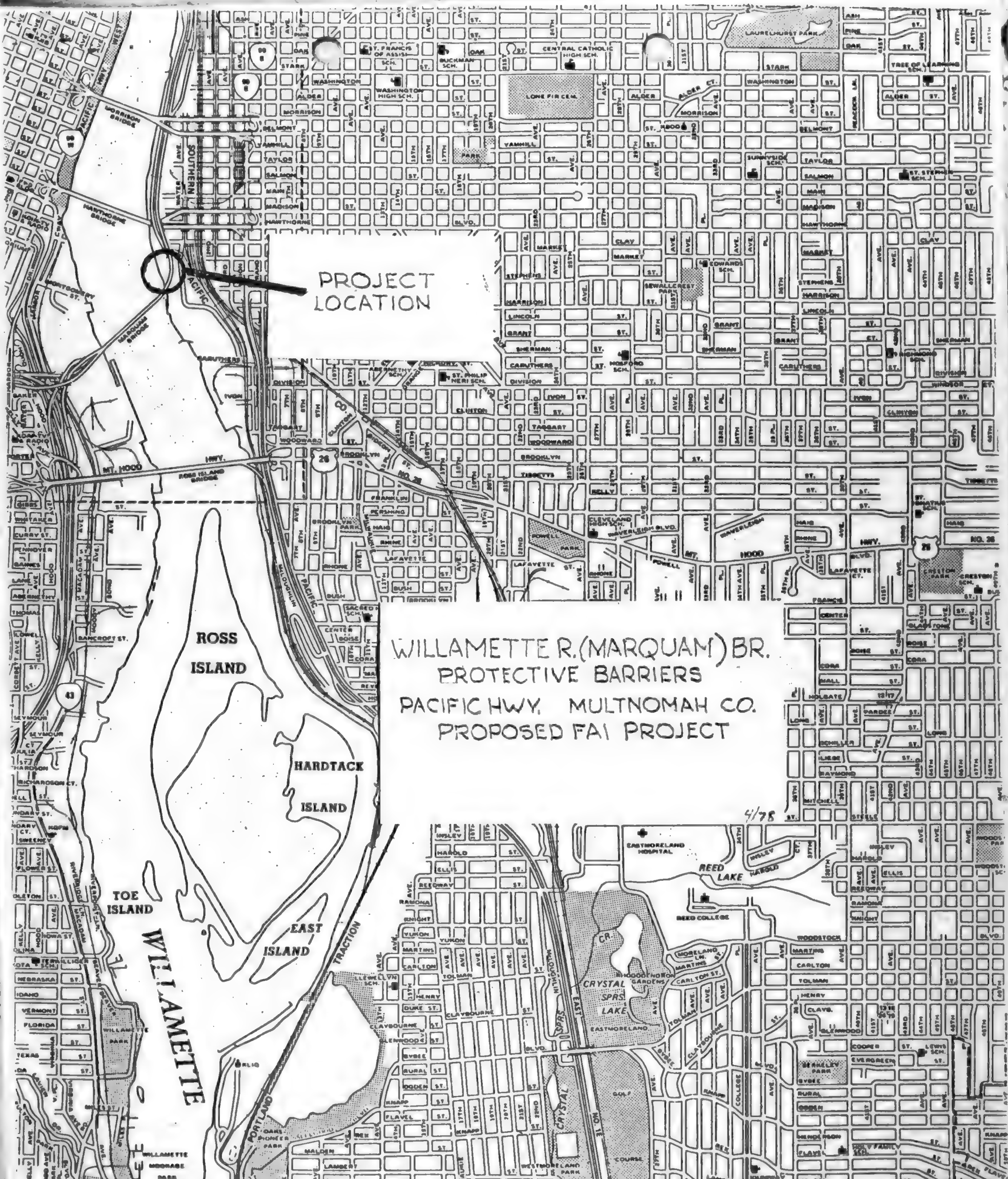
E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:


WILLAMETTE
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
MORRISON BRIDGE
HAWTHORNE BRIDGE
MARQUAM BRIDGE
ROSS ISLAND BRIDGE
SELLWOOD BRIDGE
MT. HOOD HWY.
SOUTHERN
PACIFIC
LAURELHURST PARK
LONE FIR CEM.
REED COLLEGE
REED LAKE
CRYSTAL SPRS. LAKE
EASTMORELAND HOSPITAL
WESTMORELAND PARK
SELLWOOD PARK
OAKS PIONEER PARK
WILLAMETTE PARK
WILLAMETTE MOORAGE PARK
SELLWOOD COUNTY BOAT RAMP
POWELL PARK
CRESTON PARK
PORTLAND TRACTION
JOHNSON CR.

PROJECT LOCATION

WILLAMETTE R. (MARQUAM) BR.
PROTECTIVE BARRIERS
PACIFIC HWY. MULTNOMAH CO.
PROPOSED FAI PROJECT

4/78

8874

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

May 11, 1978

NOTED
E. S. HUNTEF

Protective Fencing
Willamette R. (Marquam) Bridge
Pacific Highway
Multnomah County
Bridge 8590

Attached are two copies of a sketch showing the chain link fence we propose to place on the subject bridge.

Mr. Jack Sollis, Assistant Attorney General, has been consulted regarding the legal implications of the chain link fencing. His opinion is that we would be liable for objects falling from the bridge but would not be liable for objects striking the fence and bouncing back on the roadway.

This is being sent to you to supplement our submittal of May 5, 1978.

Walter J. Hart
Structural Design Engineer

Attach.

cc ~~E.~~ S. Hunter
D. H. Moehring
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
MAY 11 '78
REFER TO

FOR

Info	Invest	H/D	D/R	Sign	Act	File

8874

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

May 5, 1978

Protective Fencing
Willamette R. (Marquam) Bridge
Pacific Highway
Multnomah County
Bridge 8590

NOTED
E. S. HUNT

Over the past few years several instances of objects falling from the subject structure have been reported. So far the objects have caused property damage but luckily have not resulted in an injury. Attached are copies of letters describing these incidents.

This structure is carrying 80,000 vehicles per day or 40,000 on each of the 32-foot wide ramp levels. In order to eliminate the danger of falling debris to people working below the east end of the subject bridge we are proposing the installation of a six-foot high chain length fence behind the existing rail on both sides and both levels of the approach ramps. The limits of the proposed fencing are shown on the enclosed prints of Drawing 20104. About 4,030 feet of fencing will be required and the estimated cost, including an allowance for engineering and contingencies, is $158,000.

We are requesting your approval of this proposal and the use of Federal Aid Interstate funds to do the work.

Walter J. Hart
Structural Design Engineer

Attach.

cc E. S. Hunter
D. H. Moehring
E. L. Hardt

RECEIVED
TECHNICAL SERVICES

MAY 5 '78

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 81-731-0027 (9-77)

STATE OF OREGON

INTEROFFICE MEMO 1-5

TO: Mr. D. H. Moehring
Project Management
Attention D. E. Swan

DATE: April 27, 1978

FROM: R. W. Ellison
Assistant Structural
Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT: Willamette R.(Marquam) Bridge
Protective Fencing
Pacific Highway
Bridge 8590
Authority for Survey

In order to eliminate the danger of falling traffic debris to people working below the east end of the subject structure, the installation of protective fencing is required. A request to add such a project to the six-year plan has been initiated (see attached) and approval is anticipated.

An authority for survey is enclosed for approval at the appropriate time.

I have discussed this project with Herb Schell of the Federal Highway Administration and have his tentative verbal approval. Programming of the project with FHWA will be required as soon as appropriate in order to allow design work to proceed.

RWE:smd

Encl.

cc L. L. Wallace
~~J. H.~~ Versteeg

1 Versteeg ✓
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Savage

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MAY 0 1 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Willamette R.(Marquam) Br. Protective Fencing

Date ...., 19.....

Highway Pacific

Authorization No. ....

County Multnomah

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

Approx. 1200 feet of east end of Marquam Bridge.

Prepare plans and specifications for installation of protective fencing (cyclone fence) along east end of Marquam Bridge. Fencing to prevent traffic debris from falling on buildings below the bridge.

Field	901	$ 500
Bridge	906	3,000
Project Mgmt.	920	
Specifications	921	

Purpose of survey:

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $............

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by:

....
Field Engineer

Recommended for Approval:

....
Regional Engineer

Recommended for Approval:

....
Location Engineer

Approved:

....
Assistant State Highway Engineer

SP*23604-734

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: April 25, 1978

A. IDENTIFICATION:

Proposed Section: Willamette R.(Marquam) Br. Protective Barriers — Region: 1

Highway: I-5 — St. Hwy. No. 1 — M.P. 300.68 to M.P. ____ — Length: 1200'

County(s): Multnomah — (Attach Sketch Map)

Recommended Construction Date: Oct. 1978 — Proposed 6 YP ____

Method of Doing Work: Contract X — St. Force ____ — Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Federal Aid Interstate

FAI ☒ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:										
Proposed Facility:	NA	NA	NA	NA		NA		NA		NA

D. DEFINE THE PROBLEM:

Traffic debris falling from Marquam Br. onto property below the bridge. Falling debris has penetrated roof of shop building and endangered working personnel.

E. PROPOSED SOLUTION:

Cyclone fence extending 6 feet above existing bridge parapet along curve above endangered property (east side of river).

F. REASON FOR REQUEST AT THIS TIME:

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Preliminary Engineering (By Whom) State	8,000
TOTAL	$ 158,000

H. REQUESTED BY: Walter J Hart
Structural Design Engineer

Approval/Disapproval ____ State Highway Engineer — Date

Approval/Disapproval ____ Asst. Director for Operations — Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

PROJECT REQUEST FORM

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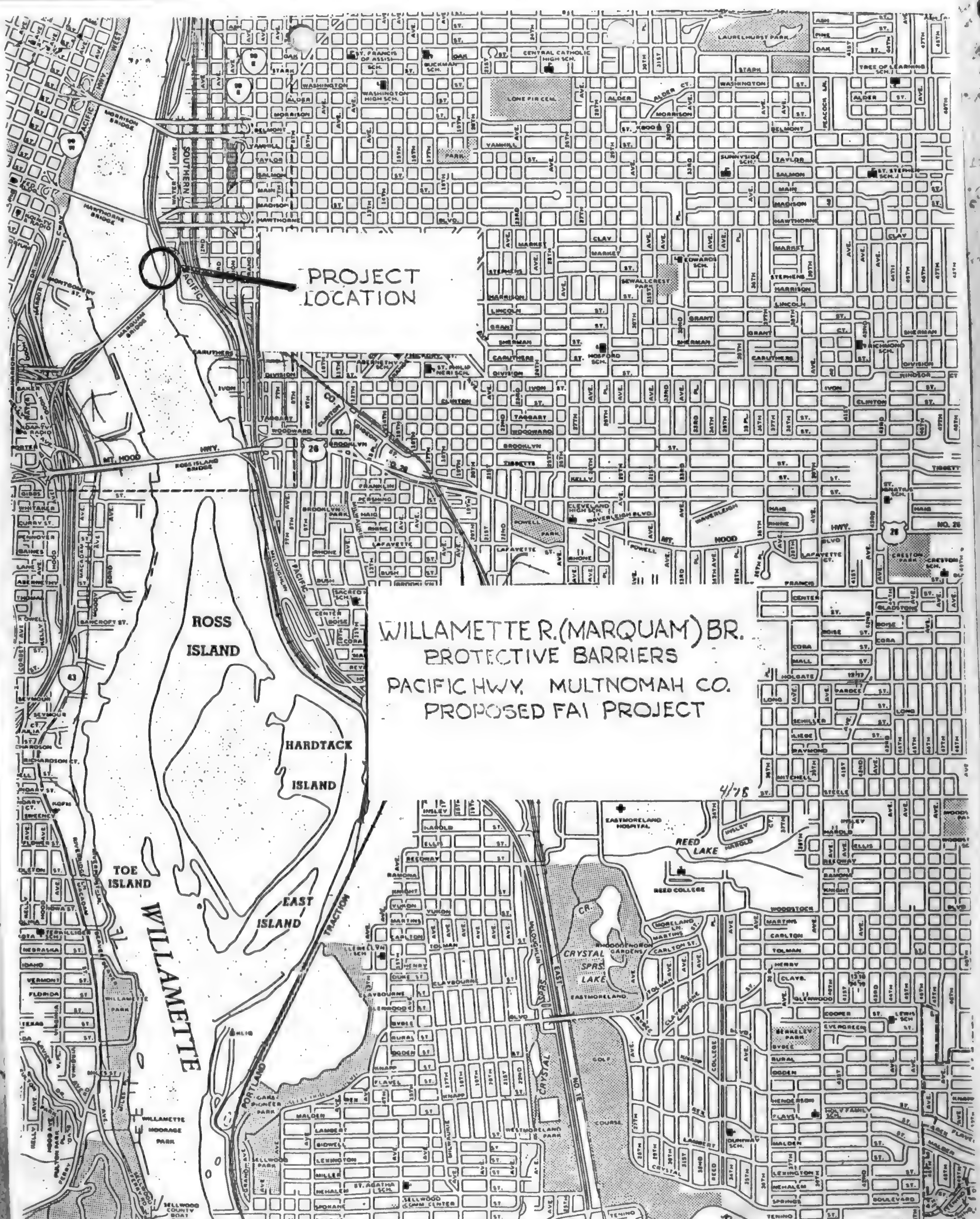
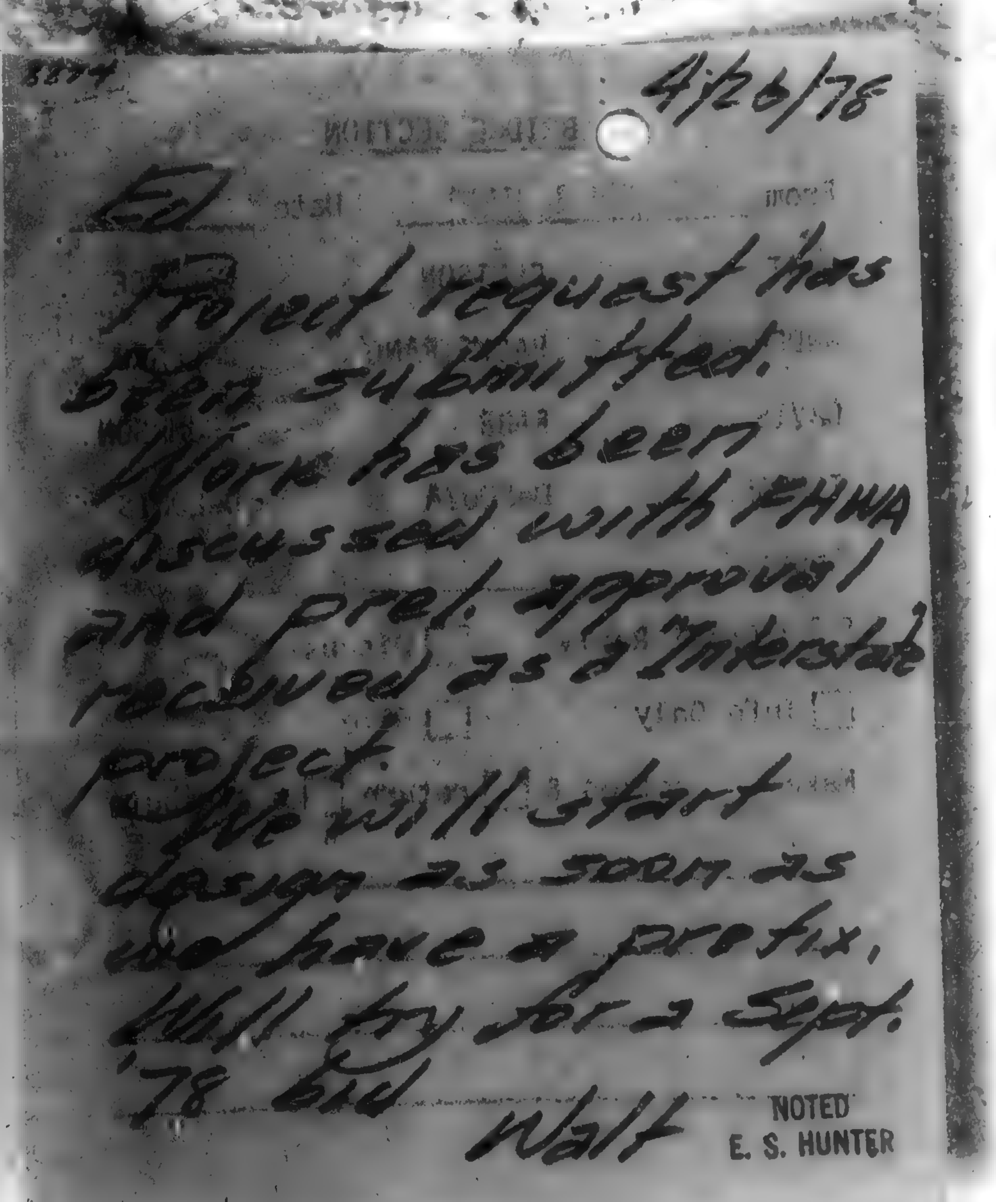
COMMENTS:



PROJECT LOCATION
MORRISON BRIDGE
HAWTHORNE BRIDGE
MARQUAM BRIDGE
ROSS ISLAND BRIDGE
MT. HOOD HWY.
SOUTHERN PACIFIC
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
WILLAMETTE
LAURELHURST PARK
LONE FIR CEM.
CENTRAL CATHOLIC HIGH SCH.
WASHINGTON HIGH SCH.
SEWALLCREST PARK
CLEVELAND HIGH SCH.
POWELL PARK
CRESTON PARK
EASTMORELAND HOSPITAL
REED COLLEGE
REED LAKE
CRYSTAL SPRS. LAKE
EASTMORELAND GOLF COURSE
WESTMORELAND PARK
SELLWOOD PARK
WILLAMETTE PARK
WILLAMETTE MOORAGE PARK
SELLWOOD COUNTY BOAT RAMP
SELLWOOD BRIDGE
BERKELEY PARK
PORTLAND TRACTION

WILLAMETTE R. (MARQUAM) BR.
PROTECTIVE BARRIERS
PACIFIC HWY. MULTNOMAH CO.
PROPOSED FAI PROJECT

4/78



3874

4/26/78

Ed

Project request has been submitted. Work has been discussed with FHWA and prel. approval received as a "Interstate" project.

We will start design as soon as we have a prefix. Will try for a Sept. '78 bid

Walt

NOTED
E. S. HUNTER

ORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 21, 1978

Edward L. Hardt

ROM: EDWARD L. HARDT
Region Engineer

SUBJECT: DEBRIS FROM MARQUAM BRIDGE TRAFFIC

O: E. S. HUNTER
Technical Services Manager

In June of last year we received correspondence from Portland General Electric Company complaining about the debris falling onto their property from the Marquam Bridge ramps and requesting that we do something about the problem. I subsequently sent a report in to the Maintenance Office and from that came advice from Jack Sollis that if the problem was created by the operation of the highway that the State is exposed to liability.

I have learned from Walt Hart that he is developing a plan for screening the bridge and has temporarily set it aside hoping that it can be done at the same time as we put an overlay on the Marquam, which probably would be done in 1979. We have just received another letter from PGE dated April 20, 1978 telling us that they have had another incident involving a falling object from the bridge and asking us what our timetable is for "...installing protective barriers...." I have attached a copy of that letter for your information.

Would you please advise me of a projected contracting date for this screening project so that I may advise PGE.

ELH/cr
Attachments
cc Walt Hart w/attachments
R. N. Bothman
Maury Payne

RECEIVED
TECHNICAL SERVICES
APR 24 '78
REFER TO
Hart
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Pls. discuss.

RECEIVED
TECHNICAL SERVICES
APR 26 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
APR 25 1978
BRIDGE SECTION

PGE

Portland General Electric
121 S.W. Salmon Street
Portland, Oregon 97204

DISTRICT 2B
RECEIVED
APR 21 1978
NOTED ☑ DE ☐ ADE ☐ DOM

April 20, 1978

Mr. Maury Payne
District Engineer
Oregon State Highway Department
Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Payne:

Subject: Debris from Marquam Bridge Traffic

Since my letter of June 24, 1977 and your reply of July 8, 1977 we have continued to have problems with material from the Marquam Bridge traffic passing over Portland General Electric Company property at the east end of the Marquam Bridge.

The latest and most alarming incident occurred on March 17, 1978 when a piece of steel pierced the sheet metal roof of our Welding Shop below the Marquam Bridge ramps. Copies of the memo and pictures describing the incident are enclosed.

Would you please let me know what progress has been made by the State Highway Department for installing protective barriers along the ramps.

Very truly yours,

Roy G. Henderson

Roy G. Henderson
Manager
Transportation Department

RECEIVED
APR 25 1978
BRIDGE SECTION

RGH:ejg

Enclosure

xc: R. J. Martin
R. J. Brown

TER-OFFICE COMMUNICATION
PORTLAND GENERAL ELECTRIC COMPANY

Date April 7, 1978

To Roy Henderson

From Robert J. Brown

Subject Potential Fatal Incident
EM&C Welding Shop (Station L Area)

On March 17, 1978 at approximately 2:35 p.m., a section of broken truck leaf spring crashed through the roof of the EM&C welding building located in the Station L area. Fortunately at the time of the incident, the two men who had been working in the area of the entry of the truck spring were on a coffee break. I have documented the location, truck spring, and other evidence of this incident by photographs that are attached to this memo.

I know that you have corresponded with the State of Oregon Highway Department regarding falling debris from the Marquam Bridge ramps in the past. The Safety Department urges you to again correspond with the Highway Department in an effort to install barriers of some type - possibly cyclone fencing - that would prevent the continued barrage of debris from coming down on our property, equipment, and personnel.

Please let me know if I can be of any further assistance in this matter.

RJB/telB30

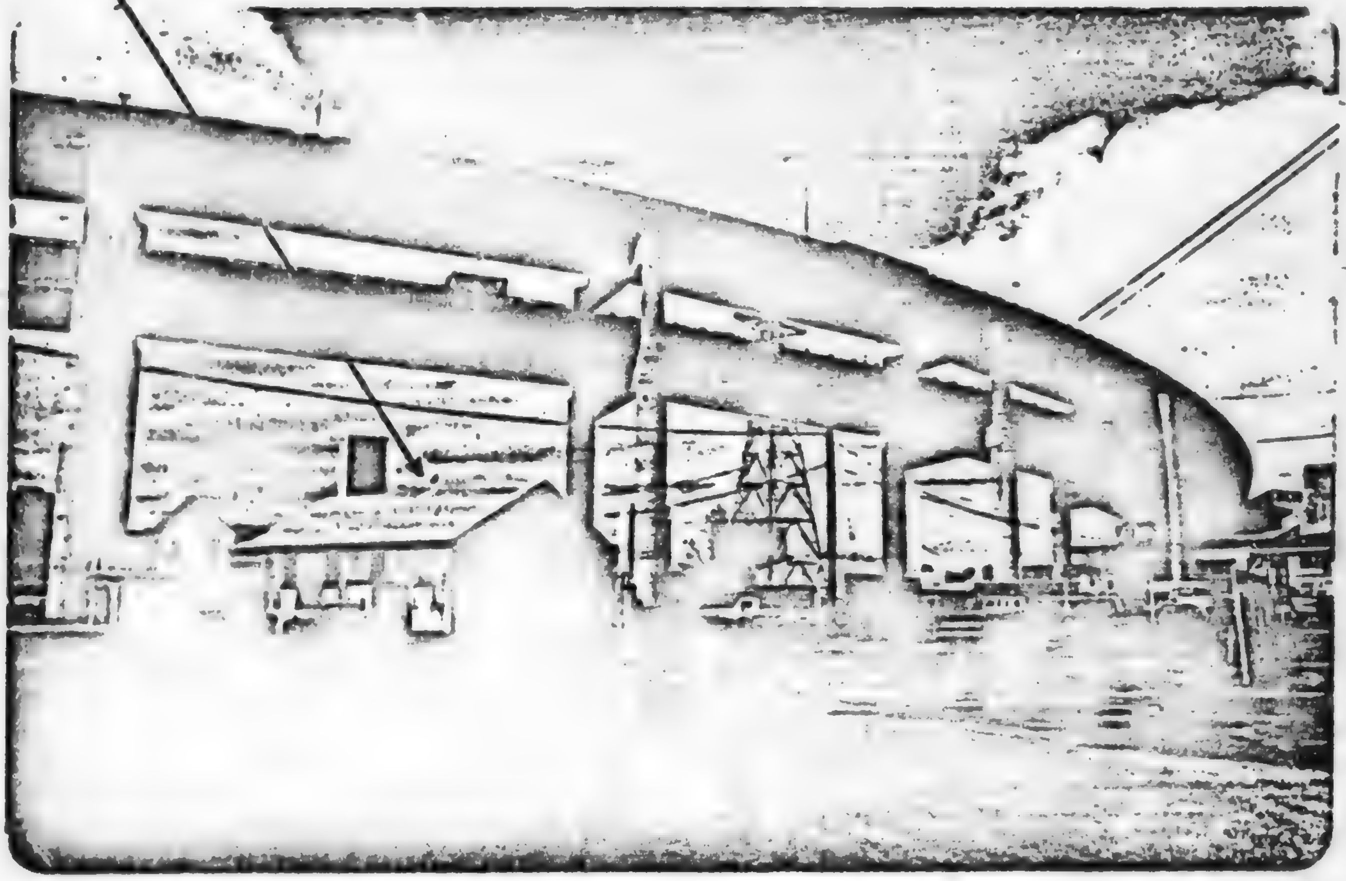
Enclosures

c: R. J. Martin
N. K. Lilly
J. M. Parker
Safety Coordinators (3)

RECEIVED
APR 25 1978
BRIDGE SECTION

1. I-5 approach to Marquam Bridge, North bound (upper level) South bound (lower level). Welding shop, left center (buff-colored building).

2. Patched section of welding shop roof where truck spring entered building.

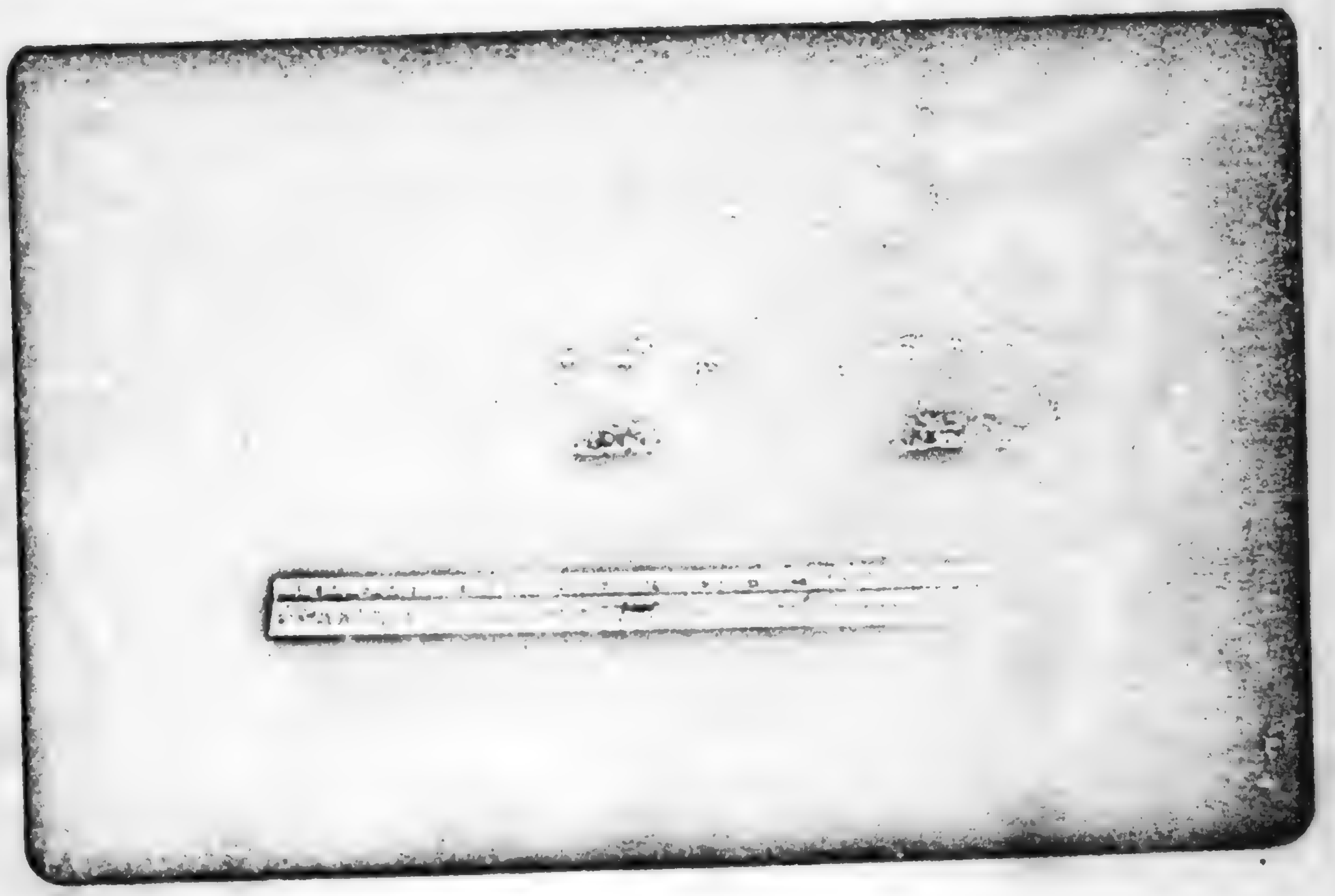


3. RECOMMENDATION

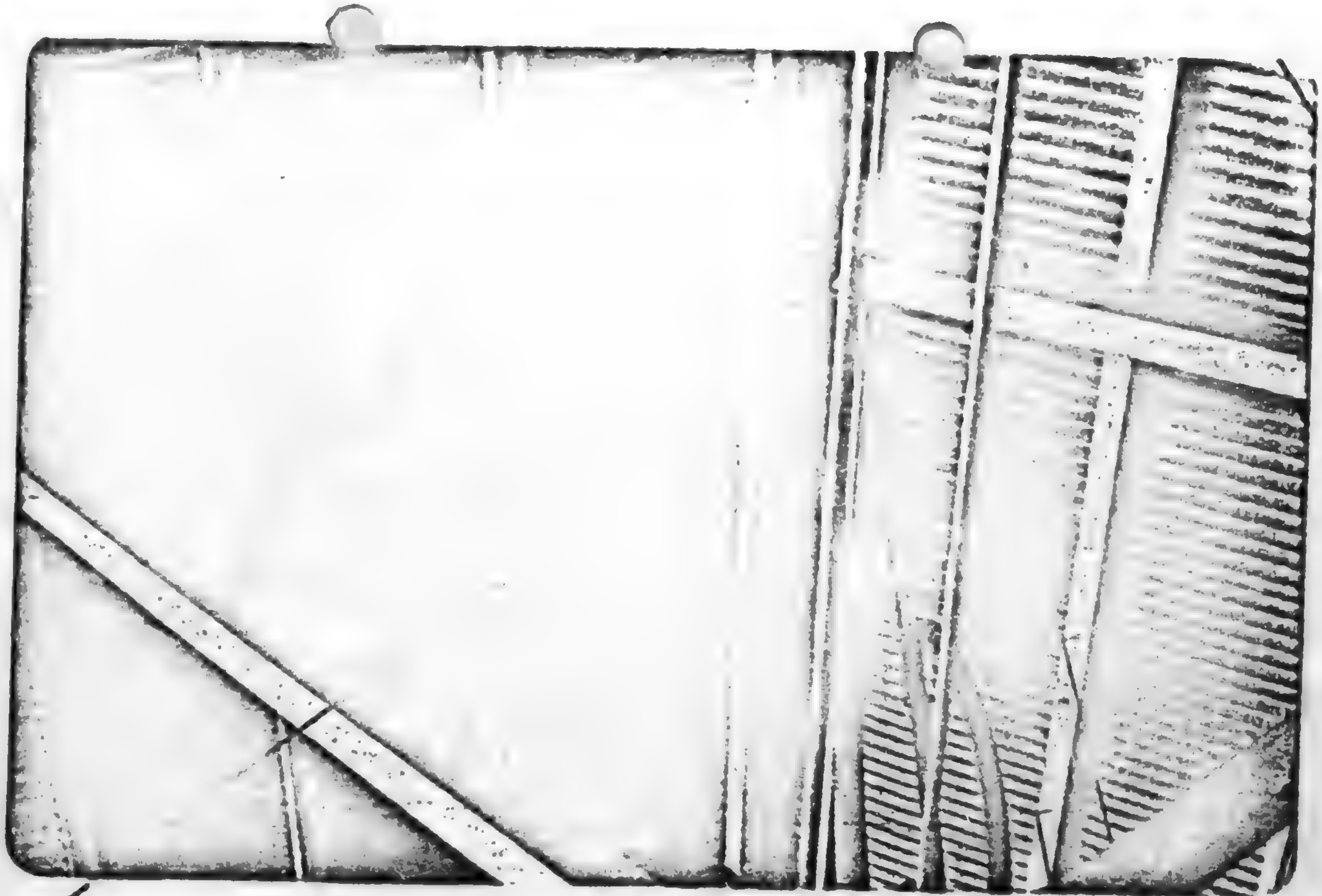
Six foot standard cyclone fence installed on the East side of both upper and lower decks the entire radius of the ramps.

RECEIVED
APR 25 1978
BRIDGE SECTION

1. Leaf spring measuring approximately 17"x4"x½" apparently broke off passing truck, flipped over guard rail and struck welding shop roof.



RECEIVED
APR 25 1978
BRIDGE SECTION



1. Hole in sheet metal roof where leaf spring entered welding shop building.

RECEIVED
APR 25 1978
BRIDGE SECTION

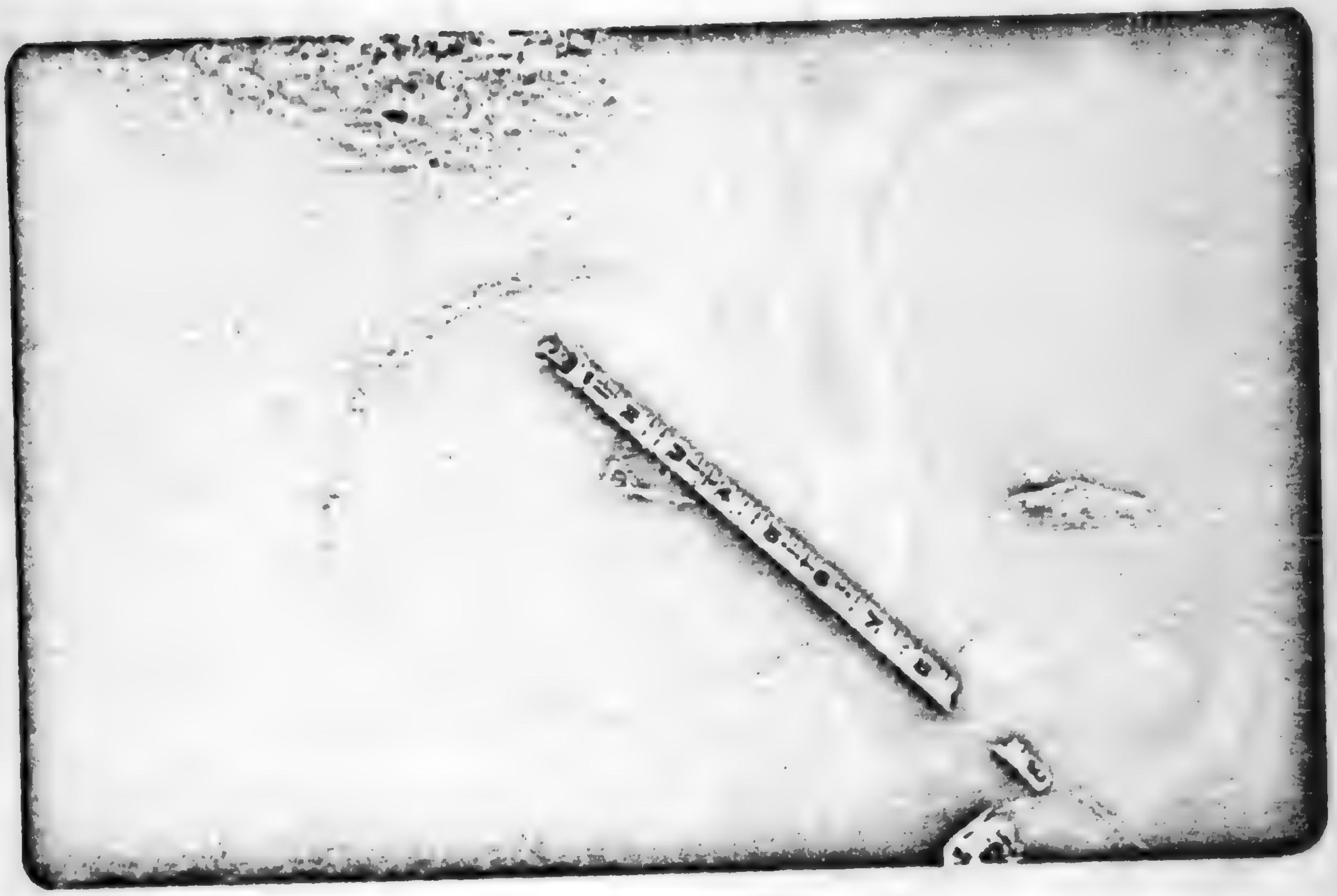
1. Point where leaf spring entered welding shop building.

2. Point where leaf spring struck floor after careening off roof rafters.

Note: Two men had been working in this exact area five minutes prior to the leaf spring entry. The men were on coffee break at the time of entry.

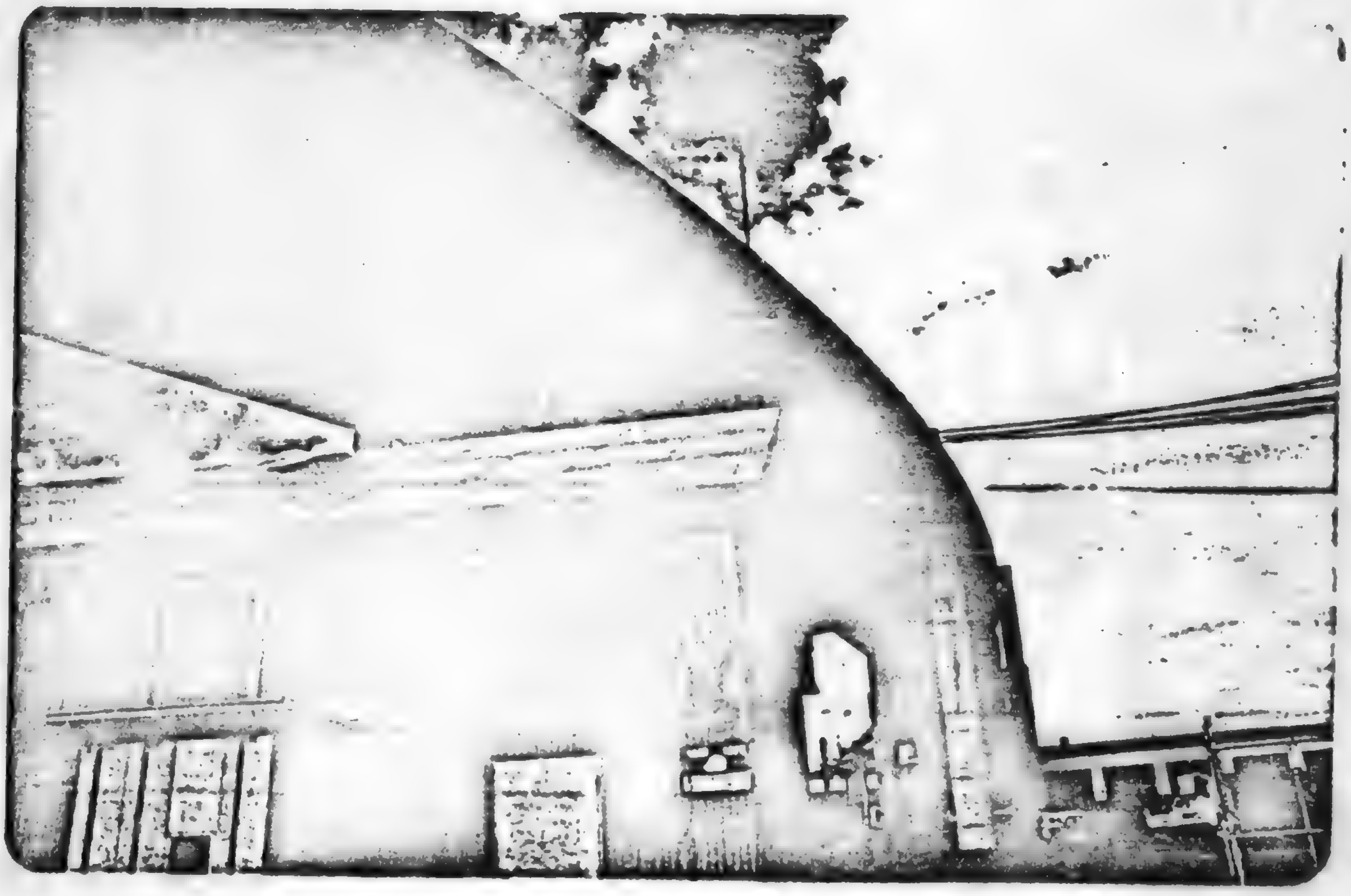
RECEIVED
APR 25 1978
BRIDGE SECTION

1. Gouge in hard polished concrete floor where leaf spring fell. (See bottom of photograph page 4.)



RECEIVED
APR 25 1978
BRIDGE SECTION

1. Shows radius of ramps at this location. Tremendous centrifigul force on these curves--considerable debris falling on buildings, vehicles and general area.



RECEIVED
APR 25 1978
BRIDGE SECTION

8874 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

October 11, 1977

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: FALLING DEBRIS FROM THE MARQUAM BRIDGE

TO: DON H. HALLER
Maintenance Services Engineer

NOTED
H. S. COULTER

Your August 4 letter requested that this office determine if there is a traffic-handling solution to the problem of debris falling from the east end of the Marquam Bridge onto PGE's yard, and that the Structure Section develop the plans for protective screening.

By earlier letter, we have informed you that we cannot find a traffic-oriented solution to the problem. Walt Hart's September 22 letter to me (copy attached) transmitted preliminary plans for installation of fencing and for installation of a GM-type railing in the area in question. We concur with his recommendations for installation of protective fence on both levels of the ramps on both sides at an estimated cost of $72,000. We have no objection to the installation of GM rail on the ramps, however, at an estimated cost of over a half million dollars, I believe that's beyond the scope of practical cost of solving the PGE problem. I doubt that the benefits of the GM rail would outweigh the costs and the difficulty of installation.

Your letter also suggested that we review other locations in the Region where a similar problem may have occurred. We have done so and the only location identified is at the foot of the Banfield Freeway where one of the ramps connecting to I-5 passes over the City of Portland's sewer pumping station. I have attached a copy of District Engineer Payne's October 5 letter reporting on this problem. I've also attached a print indicating where in the Banfield Interchange we believe protective screening might be called for, based on the incidences that Maury has reported on.

I'm not sure where we go next with this problem. I'll leave the next move up to you.

ELH/cr
Attachments
cc H. S. Coulter w/attachments
Walt Hart
Maury Payne

RECEIVED
STATE HWY ENG'S
OCT 12 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
MILWAUKIE
October 5, 1977

FILE: MAI 12

M. D. Payne

FROM: M. D. PAYNE
District Engineer

SUBJECT: Falling Debris
from Highway Structures

TO: E. L. HARDT
Regional Engineer

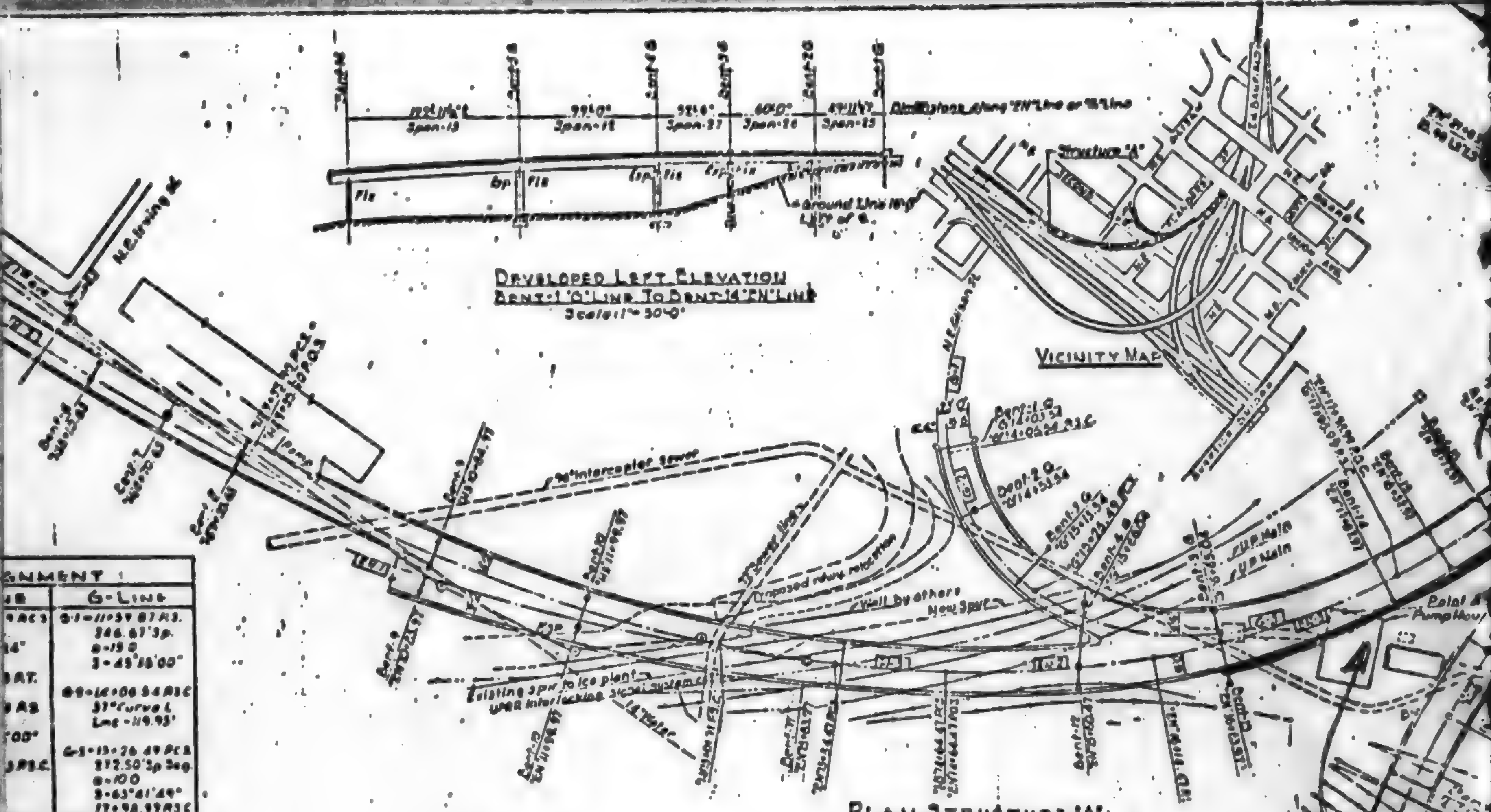
This will supplement the previous memo submitted on the subject.

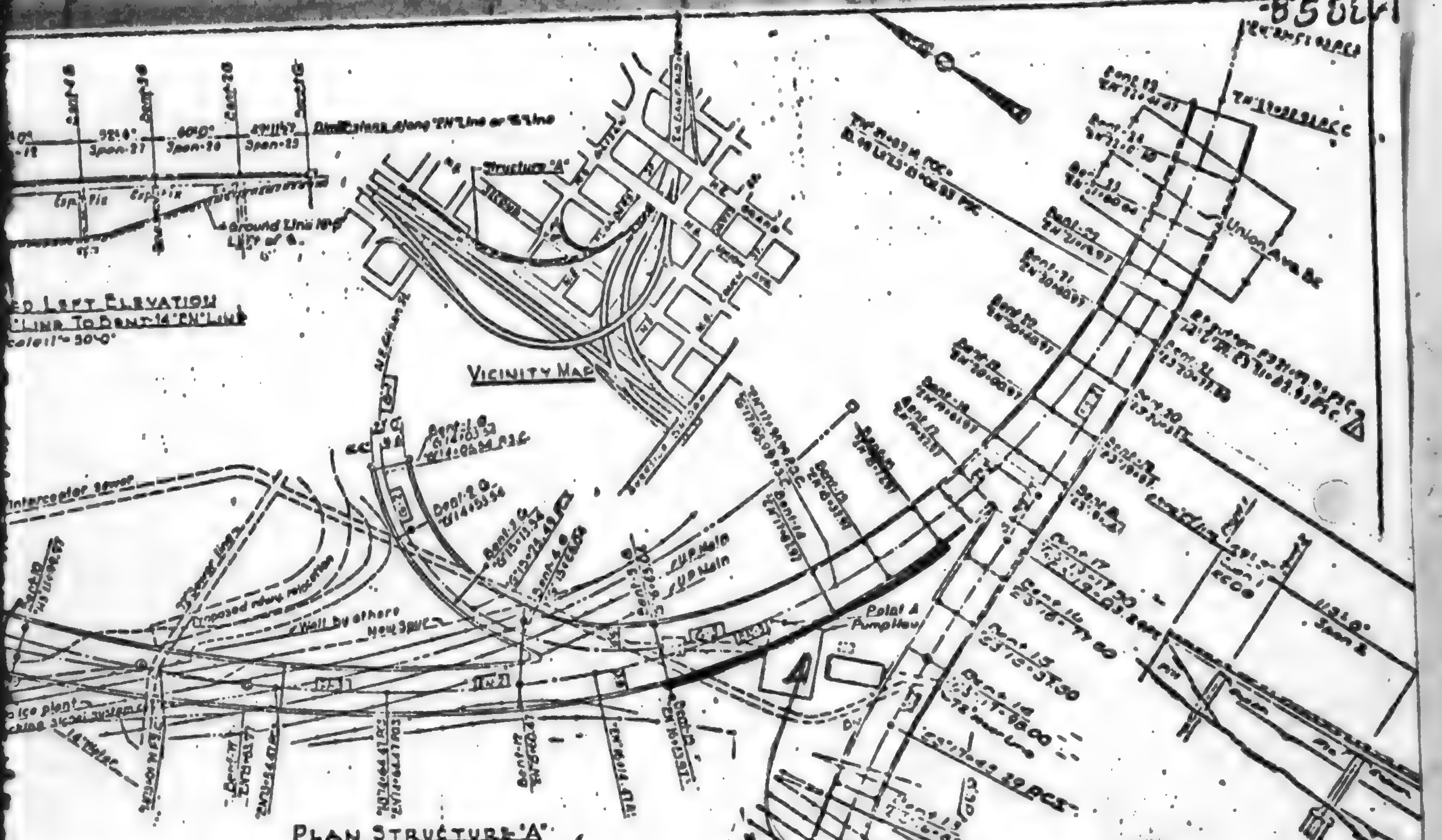
The incident of the illumination pole falling from the Fremont Bridge onto Interstate Avenue, was a one time happening and was caused from a temporary traffic pattern which has since been corrected. Screening is not recommended.

The sewer pumping station is situated under the westbound I-80N ramp to northbound I-5. About 18 months ago a truck load of plastic pipe spilled on the ramp. Pieces of pipe broke windows and damaged the roof. October 4, 1977 a truck load of apples spilled. Boxes of apples fell onto the pumping station breaking many windows and damaging roof. Neither incident caused personal injury, but the potential is there. This would be a good candidate for protective screening along with the Marquam Bridge ramps over P.G.E. Yard.

MDP:in

OS RB RME RCE
RECEIVED
TE RSM
UE OCT 06 1977 RSC
SO REGION I RBI


DEVELOPED LEFT ELEVATION
BENT-1 'G' LINE TO BENT-14 'EN' LINE
Scale 1" = 30'0"
Span-13
Span-12
Span-21
Span-20
Span-25
Ground Line
VICINITY MAP
Structure 'A'
ALIGNMENT
G-Line
New Spur
Existing spur to ice plant
U.P.R.R. Interlocking signal system
Proposed rdwy. relocation
U.P. Main
Pump House
PLAN STRUCTURE 'A'
Scale 1" = 30'0"
Rt. Elev. 'EN' Line
Rt. Elev. 'ES' Line
Span-12
Span-13
Span-14
Span-15
Span-16
Span-17
Span-18
Span-19
Span-20
Span-21
Span-22
DEVELOPED RIGHT ELEVATION
'EN' & 'ES' LINE
Scale 1" = 30'0"
Rt. Elev. 'H1' Line
Rt. Elev. 'EN' Line
Span-3
Span-4
Span-5
Span-6
Span-7
Span-8
DEVELOPED RIGHT ELEVATION
'H1' & 'EN' LINE
Scale 1" = 30'0"
Structure 'C'
Structure 'B'


ED LEFT ELEVATION
"LINE TO BENT 14 "EN" LINE
Scale 1" = 30'-0"
VICINITY MAP
Structure "A"
PLAN STRUCTURE "A"
Scale 1" = 30'-0"
Union Ave.
Point A
Pump House
New Spur
Wall by others
Ice plant
Interceptor Sewer
U.P. Main
Span
ELEVATION
VATION

Install protective fence - outside only.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 22, 1977

Walter J Hart

FROM: Walter J. Hart
Structural Design Engineer

TO: Mr. E. L. Hardt
Region Engineer

SUBJECT:

Falling Debris from East Approach to Marquam Bridge Bridge 8590

OE [✓ RE] RME RCE
TE RECEIVED RSM
UE [illegible] RSC
SO REGION I RBI

The problem of falling debris from the East Approach, as described in the August 8, 1977 letter from Don Haller, has been studied by our office. The best solution would be to replace the existing rail with a GM rail at least on the outside of the curve and install a chain link fence on both sides. The installation of this rail would create traffic-handling problems and necessitate reducing the ramps to two lanes during construction. A detail of the rail is shown on the attached sketch.

We have also studied installing a fence on the existing rail and a sketch of this is enclosed.

The cost of the GM rail is estimated to be $100 per foot, plus $15 for the fence, or a total of $115 per foot. The alternate of the fence on the existing rail is estimated to cost $15 per foot.

Assuming the rail to be placed on the bridge as shown on the attached prints, about 4,030 feet total will be required.

A summary of the estimated cost is as follows:

	Estimate		20% E & C		Total
G Rail both sides Fence both sides	$463,000	+	$93,000	=	$556,000
G Rail one side Fence both sides	262,000	+	52,000	=	314,000
Fence only, both sides	60,000	+	12,000	=	72,000

JMT:dh
Attachment

cc Don H. Haller

8874

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 4, 1977

Don H Haller

FROM: Don H. Haller
Maintenance Services Engineer

SUBJECT: Falling Debris from East Approach to the Marquam Bridge

TO: Ed Hardt
Regional Engineer
MILWAUKIE

NOTED
E. S. HUNTER

Attached is a copy of a legal opinion by Jack Sollis concerning accident debris falling from the Marquam Bridge. It would seem that liability is tied to locations where ..."past occurrences have shown that debris from auto collisions, ...has caused physical damage to vehicles and buildings....that the Highway Division should take whatever reasonable precautions are necessary to prevent such material from falling from the off-ramp" (structure).

Since we are aware of occurrences that have resulted in physical damage, Mr. Coulter and Mr. Schroeder have requested that we investigate possible steps that could eliminate the hazard.

There appears to be two general areas of corrective action:

1. Study how we are operating the section of highway involved to see if there are traffic handling solutions.

2. Design and erect protective screening to confine the debris from the collisions.

I am requesting that Walt Hart work with your office to develop possible solutions to screening. I have also requested that the Right of Way Section review the deeds and easements involved for any possible relief of liability.

If you would review the traffic control involved for possible solutions, Mr. Schroeder will call a meeting later this month to discuss a solution.

It would probably be appropriate that your District Engineers and Foremen review other structures where we may be "aware of past occurrences".

DHH:ji
Attachments
cc: H. S. Coulter
E. S. Hunter
Walt Hart
J. B. Boyd
Jack Sollis

RECEIVED
TECHNICAL SERVICES
AUG 5 - '77
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Appl	File

DEPARTMENT OF JUSTICE

Memorandum

TO: R. L. Schroeder
Maintenance Engineer

DATE: July 26, 1977

FROM: Jack L. Sollis JLS
Assistant Attorney General

SUBJECT: Falling Debris from East Approach to the Marquam Bridge

I have reviewed your memo of July 13, 1977, and the material attached thereto.

copy to
Leg

It would be my opinion that where past occurrences have shown that debris from auto collisons, material falling from vehicles, vehicles colliding with the bridge railing, etc., have caused debris to fall on property located below or adjacent to the off ramp and the size and weight of the material is such that it has caused physical damage to vehicles and buildings and undoubtly would cause personal injury if it were to strike an individual that the Highway Division should take whatever reasonable precautions are necessary to prevent such material from falling from the off-ramp. Where property is thrown from a structure by a pedestrian on a structure or a person in a car, that is an entirely different situation. They are breaking the law in doing so and the Highway Division is not legally responsible in that particular case.

The incidents cited in the letter forwarded to the Highway Division indicated that the type of debris that is falling from the off-ramp is coming from vehicle collisons, materials dropped from vehicles, mud flaps and other attachments coming off vehicles. It would be my suggestion that whatever method the Highway Division comes up with to correct this problem, as long as it is reasonable, would relieve the Highway Division from any liability for property damage or injury. I do feel that the Highway Division would have an exposure for liability in some situations, if such precautions are not taken.

JLS:sjb

MAINTENANCE ENGINEER
RECEIVED
JUL 27 1977
☐ ME ☐ AME ☐ [illegible] ☒ OE ☐ AG
☐ BME ☐ SME ☐ AA ☐ FILE ☐ TA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 13, 1977

Edward L Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: FALLING DEBRIS FROM EAST APPROACH TO THE MARQUAM BRIDGE

TO: R. L. SCHROEDER
Maintenance Engineer

NOTED
JACK L. SOLLIS

Attached you will find a copy of a June 24 letter from Portland General Electric addressed to District Engineer Maury Payne, together with a July 7 letter addressed to me from Maury. Subject of these letters is debris falling from the east approach to the Marquam Bridge which falls onto Portland General Electric property causing damage and posing a threat of bodily harm.

I have also attached a series of letters dating back to the first half of 1973 which relates to a somewhat similar complaint from a property owner located under the Eliot School structure on the Eastbank Freeway. This correspondence indicates that the Highway Division has taken the legal position that objects thrown from a structure by passersby do not pose a legal threat to the Division.

Maury's investigation of Portland General Electric's problem indicates a somewhat different situation than that at the Eliot School structure. He has found that most of the objects are metal parts that either fall from vehicles or are dislodged by collisions. This is easily understood when one considers the curvature and narrow lanes of the overhead structure. Since the Highway Division is responsible for the operation of the freeway, I pose the question as to whether we have some responsibility to try to stop these falling objects. If so, we would have to go into some kind of screening project on the ramps. Your advice is solicited.

Attachments
ELH/cr
cc Maury Payne

RECEIVED
JUL 18 1977
LEGAL

MAINTENANCE ENGINEER
RECEIVED
JUL 15 1977
☑ ME ☐ AME ☐ AME ☑ OE ☐ AG
☐ BME ☐ SNE ☐ AA ☐ FILE ☐ TA

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RECEIVED
1977
REGION I

RSM

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12

RBI

MILWAUKIE

July 7, 1977

SUBJECT: Debris from Marquam Bridge

FROM: Maury
M. D. PAYNE
District Engineer

TO: E. L. HARDT
Region Engineer

Attached is a copy of a letter from Mr. Roy G. Henderson, Portland General Electric Co., relating to a problem they are experiencing at their Market Street Garage.

I met with Mr. Henderson yesterday to view damage to their building and vehicles. It appears that the majority of the damage comes from metal parts that fall from vehicles or are dislodged by collisions. The metal objects probably hit the bridge deck and bounce over the bridge railing.

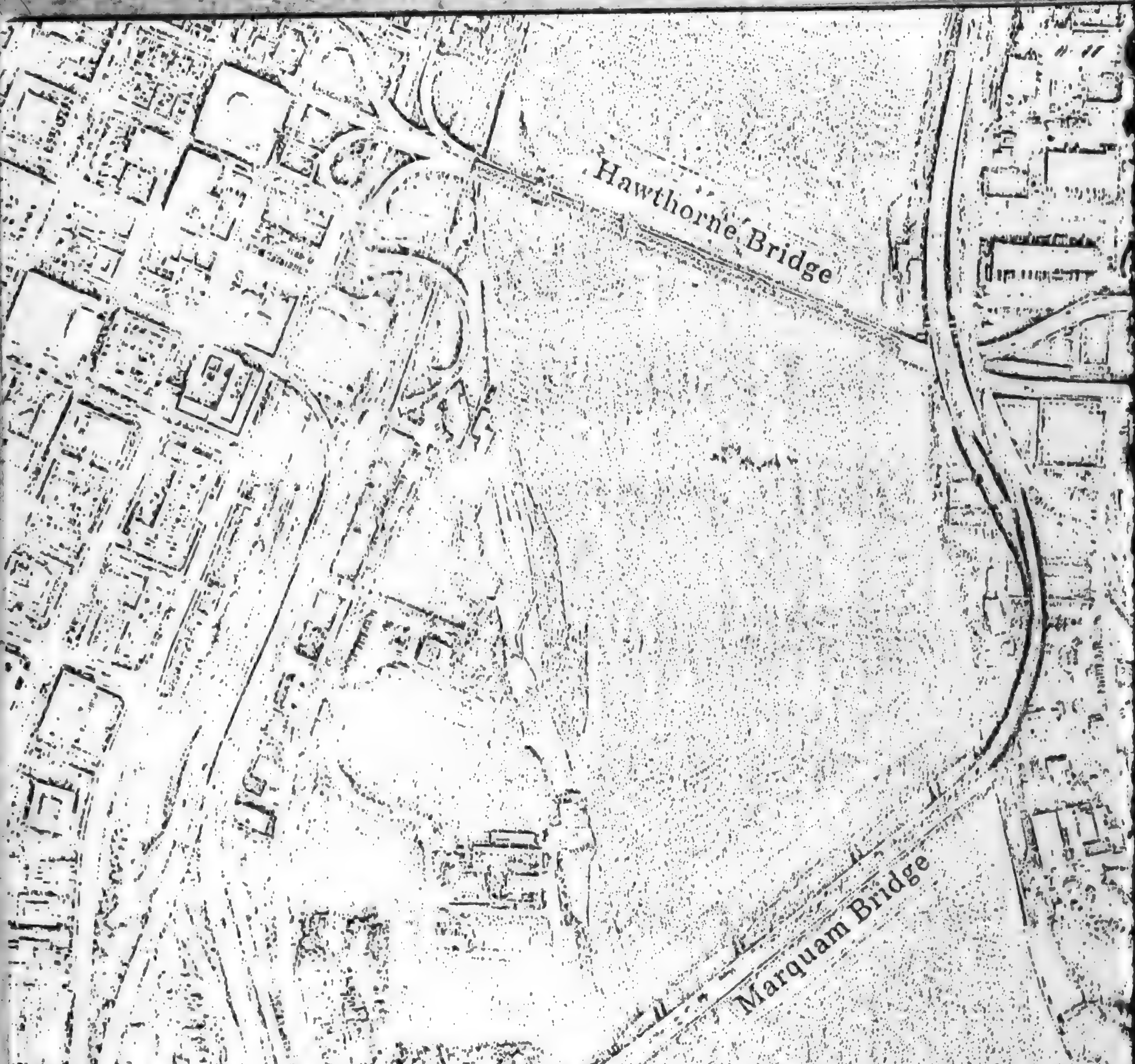
Mr. Henderson would like to see some type of screen protection installed on the bridge. The attached aerial photo copy shows the screen limits required to protect both PGE and the neighbors. This would involve approximately 3,500 Lin. Ft. to screen the upper and lower decks at a estimated $5.00 per Lin. Ft. amounts to $17,500.00.

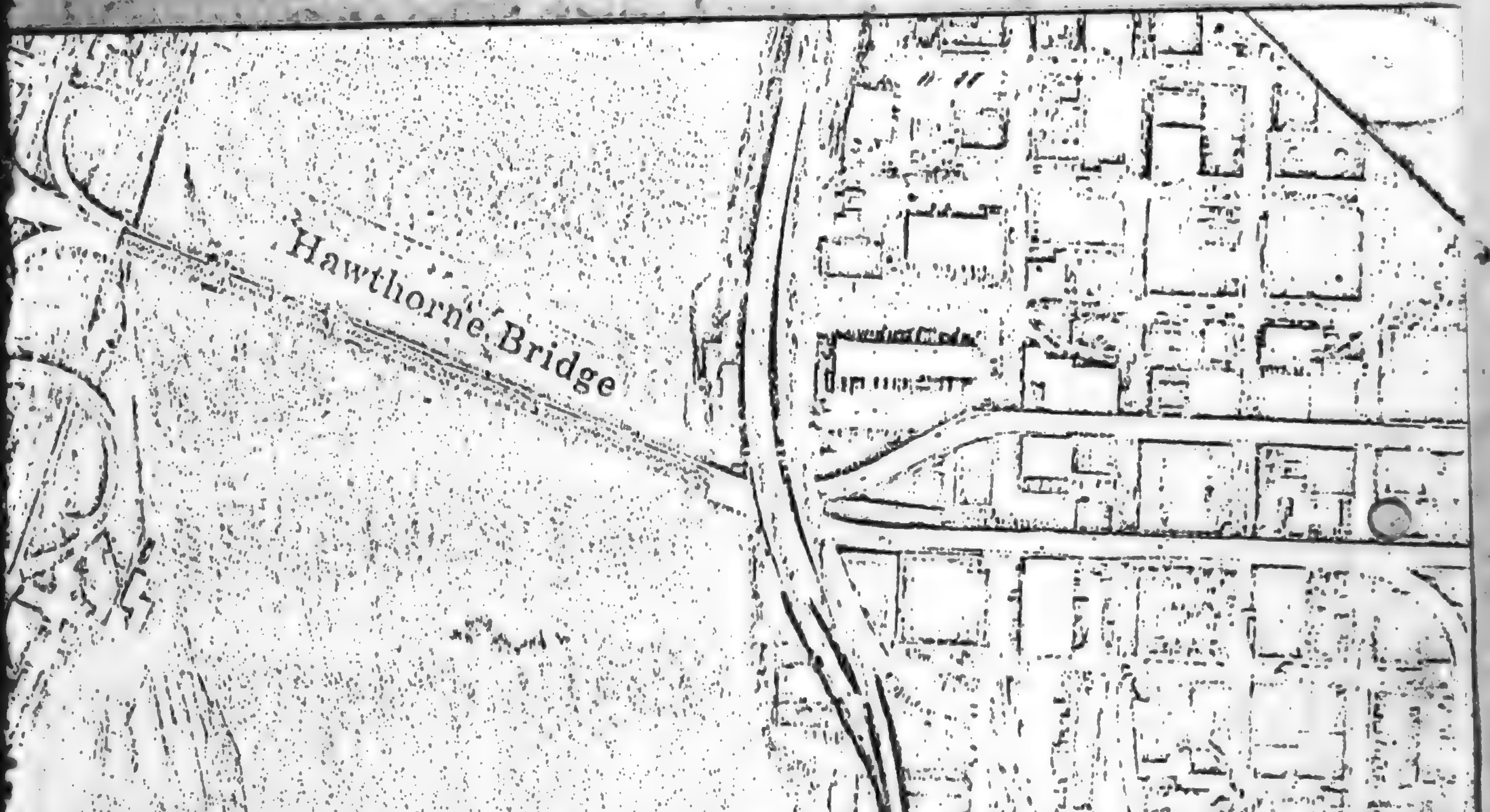
The cost for this installation is not in itself tremendous, but if this installation were to lead to screening all of the other hazard areas in the metropolitan area, then we could be faced with a tremendous cost. However; as you suggest, this situation is rather unique in that the three lanes on the sharp curved alignment of the upper deck are extremely narrow. This contributes to more collisions than some other areas with like conditions. Also the centrifical force of the curve tends to cast objects. The majority of other areas, where falling debris has been a problem, are cases of people throwing objects. The Highway Division has taken the stand in the past that the legal responsibility lies with the individual who throws the object, and not the Highway Division.

With these thoughts in mind, I recommend that we persue the possibility of federal funding to provide the necessary screening in this particular case.

MDP:in

Attachment


Hawthorne Bridge
Marquam Bridge


Hawthorne Bridge
Marquam Bridge

PGE

Portland General Electric
621 S.W. Alder Street
Portland, Oregon 97205 226-8333

DISTRICT 2B
RECEIVED
JUN 27 1977
NOTED ☑ DE ☐ ADE ☐ DOM

June 24, 1977

Mr. Maury Payne
District Engineer
Oregon State Highway Department
Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Payne:

Subject: Debris from Marquam Bridge Traffic

Confirming our telephone conversation on June 23, 1977, since the Marquam Bridge ramps were constructed and placed in use over Portland General Electric Company property at the east end of the Marquam Bridge there has been a problem with debris from the bridge traffic falling on Company property below.

Over the years some damage has been inflicted, in varying degrees, on our Market Street Garage and vehicles parked beneath the bridge. We have had much material intentionally disposed of over the railing (paper, beverage containers, etc.) by vehicle occupants (in spite of warning signs) and material (tires, wheels, truck parts, cargo items, etc.) that have, perhaps, come loose accidentally. Maybe the curved roadway at this point contributes to the problem.

Recently a spate of damage has occurred that adds to the urgency of solving the problem. The enclosed copies of pictures (I can show you the originals if you prefer) are of damage sustained since June 10, 1977. The damage in pictures 1, 2 and 3 happened over the weekend of June 11th and 12th. Picture 4 (a mud flap frame which broke four windows) happened June 21st. In picture 1, an unknown object broke a window in the garage. Picture 2 shows a truck windshield broken by a piece of concrete. In picture 3, an unknown piece of metal punctured the hood of a brand new pickup truck.

Fortunately, we have not had any employees injured as yet. But, with each passing day, the odds get better, or worse as the case might be. We have unofficially declared the area beneath the bridge as "hard hat," but anyone hit by an object from that distance would surely be seriously injured or killed.

Possibly a solution to the problem would be to install some fencing or screening material along the bridge to prevent objects from falling below. I would like to meet with you at your convenience at the site to view the area and discuss this further.

Thank you for your consideration.

Very truly yours,

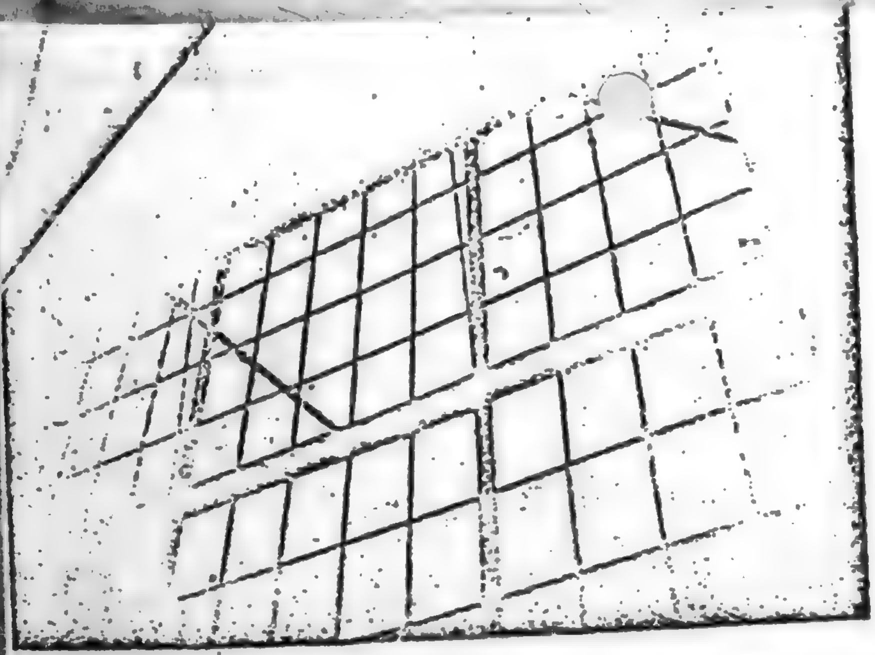
Roy G. Henderson

Roy G. Henderson
Manager of Transportation
and Material Handling

RGH:nef

Enclosure

cc: S. P. Samsel
H. Lueddemann, Jr.
R. J. Martin
J. M. Parker



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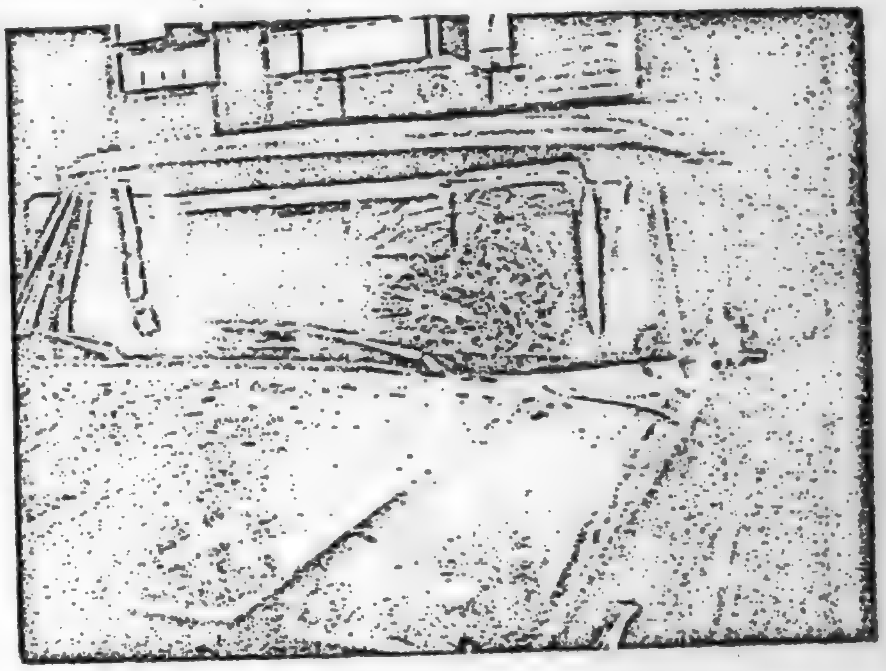

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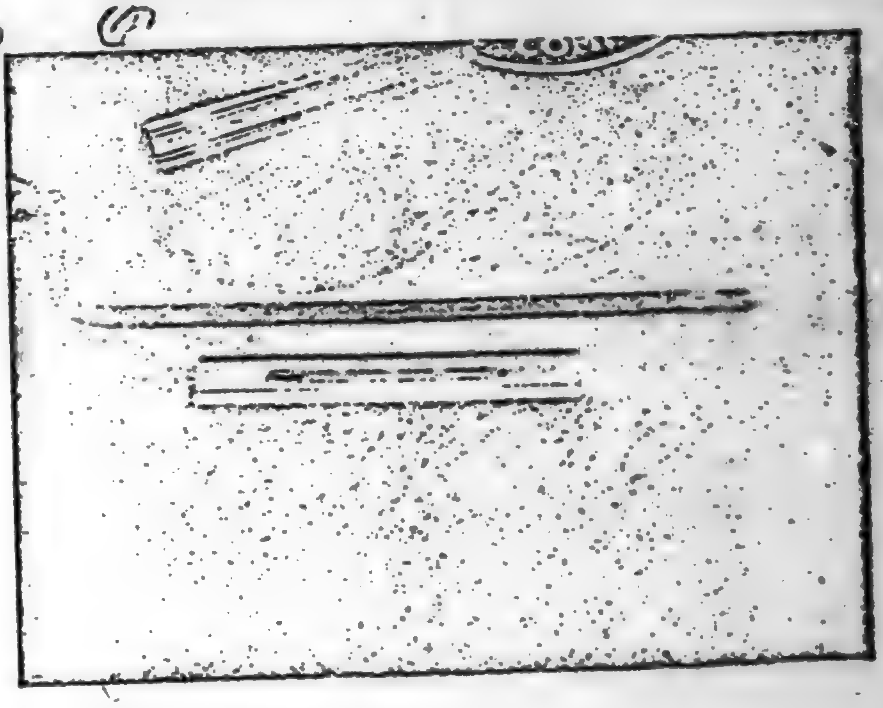
④

⑤



age From off
Bridge over
e weekend-

6-13-77

#1450

[illegible]

Damage From off
The Bridge over
The weekend-

6-14-77

#421

Damage From off
he Bridge.

---

④

Steel mud flap frame
from truck passing over
bridge hit Garage and broke
4 windows but did not enter
building 6-21-77

DD 626-21

DIVISION OF ARCORP, INC.
Formerly:
Gilmer Enterprises
TELEPHONE 288-8844
338 N. THOMPSON PORTLAND, OREGON 97227

June 1, 1973

Mr. Don Wackenbarth
State Highway Department
P. O. Box 02157
Portland, OR 97222

Dear Mr. Wackenbarth:

This is to confirm our telephone conversations of some time ago, when we called to your attention the problem that we have been faced with of materials coming down off the freeway overpass onto our entrance door, and truck loading area, and that we consider the State Highway Department to be responsible for protection against this problem.

You stated, the department would not provide protective fences at the freeway level or perform any other protective measures.

This is to serve notice that in the event any serious problems occur, we intend to hold the State and your department fully responsible.

Formally,

Gilmer Enterprises

LTS

DISTRICT 1B
RECEIVED
JUN 5 1973
NOTED ☑ DMS ☑ ADMS ☐ DMO

WE SUPPLY MORE FOR YOUR MONEY

DS 626-29

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 6, 1973
Milwaukie

SUBJECT: Protective screening
Eliot School viaduct
M.P.302.69
Minnesota Freeway

To: Memo to file

On March 5th I contacted Mr. Bill Gilmer of Gilmer Enterprises regarding his complaint of miscellaneous debris coming across a handrail and into his building below the Eliot School viaduct. At this time I explained to Mr. Gilmer that installation of a fence would detract appearancewise, the height would have to be substantial to be effective, that the extent of this type of work for all structures would be extremely costly.

Mr. Gilmer stated that his attorney has advised him that Gilmer Enterprises would have legal basis for suit if debris from the Eliot School structure caused them property damage or caused an employee injury.

I advised Mr. Gilmer that I would attempt to tighten up our patrol through that area in the hopes of alleviating any possible debris from getting kicked over the rail by motor vehicles.

Mr. Gilmer advised that he would write me a letter regarding this conversation and stated in no uncertain terms that we would face a suit if there was any injury or damage to property caused by falling debris.

D. R. Adams

D. R. Adams
District Engineer

DRA:ebg

cc L.W. Rulien

DISTRICT 1B
RECEIVED
MAR 8 - 1973
NOTED ☐ DMS ☒ ADMS ☐ DMO

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1973

SUBJECT: Protective Screening
Overhead Structures

To:

L. W. Rulien
Region 1 Engineer

PORTLAND

This will acknowledge your February 13 letter regarding a protective screening of overhead structures, particularly the Elliot School viaduct at M.P. 302.68 on the Minnesota Freeway.

I handed your letter to Mr. Lindas, and he is of the opinion that the State would have no liability because of improper actions on the part of pedestrians using the overcrossing. He feels that this is an enforcement problem for the Police. In other words, it is illegal for anyone, in effect, to litter the highway, and therefore the person doing the littering is the guilty party.

DHMoehring
D. H. Moehring
Maintenance Engineer

DHM:mp

DISTRICT 1B
RECEIVED
MAR 5 - 1973

NOTED ☒ DHS ☐ ADMS ☐ DMO

REGION 1	☐ RE	☐ RME	☐ RCE	☐ OE
		MAR 1 1973		
	☐ TE	☐ UE	☐ DES	☐ SEC

Sandra [illegible]
Pls advise Mr. Gilmore
by phone - of the number
a letter than accept the
he wrote him regard.
Problems - of [illegible]
[illegible]
etc.
R

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE February 13, 1973

TO D. H. MOEHRING
Maintenance Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Protective Screening
Overhead Structures

DISTRICT 1B
RECEIVED
FEB 14 1973

NOTED ☑ DMS ☑ ADMS ☒ DMO

Periodically in the Portland area requests have been made that we provide some type of screening along our structures so as to prevent the hurling of cans, bottles, etc. from the roadway to properties below. Historically we have concluded that a screen high enough to be completely effective would be extremely costly and ugly, that from a legal standpoint once started there would be no way to stop, and that the person hurling the bottle or can is personally liable for his action and that the Highway Division is not.

However, law suits on many many subjects are becoming more prevalent and I attach copies of correspondence indicating that we have been requested to screen the Elliot School viaduct at MP 302.68 on the Minnesota Freeway at the request of Gilmer Enterprises. Having been asked, I would suppose that if an employee is hit by a bottle we could expect a possibility of a law suit, and I would request that you get an updated reading as to our liability in such instances and our current policy.

LWR/cr
Attachments
cc L. E. George
D. R. Adams

February 9, 1973
Milwaukie

Elliot School viaduct
Debris complaint

L. W. Rulien
Region Engineer

BUILDING

Attached is a self explanatory letter from Don Wackerbarth who received a complaint from Gilmer Enterprises regarding debris being thrown and kicked over the handrail of the Elliot School viaduct.

A request to screen this area does not seem too unreasonable in view of the potential hazard created, however, to start putting up this type at this structure would also lead eventually to future installations on the approaches to the Fremont, Marquam Bridges and perhaps to the many other structures we have along the highway.

I would appreciate your thoughts on this type of fencing. I am also curious as to our legal responsibility in the event of injuries, etc.

In the attached picture some of Mr. Gilmer's employees are parking under the structure. This, I am sure, is at their own risk and these people using the air space, I feel do not constitute a possible legal entanglement. It is the people who are using the entrances to Gilmer Enterprises that could have possible grounds for suit and those using the apparent driveway between the parked vehicles and the cyclone fence.

DISTRICT 1B
RECEIVED
FEB 9 1973
NOTED ☐ DMS ☑ ADMS ☐ DMO

D. R. Adams
District Engineer

DRA:ebg

attachment

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

February 7, 1973
Milwaukie

SUBJECT: Elliot School viaduct
complaint of debris

To: D. R. Adams
District Engineer

BUILDING

I received a telephone complaint from Mr. Bill Gilmer, of Gilmer Enterprises, 338 N. Thompson, 288-8844. His place of business is located just west of the Minnesota Freeway, MP 302.68, below the Elliot School Viaduct. He complains of debris being thrown over the bridge rail by traffic, or other means. This debris falls down on the parking area, sidewalk, entrance to his place of business and on the roof of the buildings in the vicinity. Material being thrown over the bridge rail includes beer bottles, short lengths of lumber and various other material.

Mr. Gilmer is concerned that property damage and personal injury may result. He requests that a fence be erected along the bridge rail to block the debris from coming down adjacent to his place of business. Please notify Mr. Gilmer of any decision reached on this matter.

Donald E Wackerbarth
Donald E. Wackerbarth
Asst. District Engineer

DISTRICT 1B
RECEIVED
FEB 8 1973
NOTED ☑ DMS ☐ ADMS ☐ DMO

DEW:ebg

METRO/NORTHWEST

MAINTENANCE ENGINEER
RECEIVED
JUL 2 0 1977
☑ ME ☑ AME ☐ AME ☐ OC ☐ AE
☐ DME ☐ SME ☐ AA ☐ FILE ☐ TA

E AMS AME OG AG
☐ ☐ ☐ ☐ ☐
ONE SHE AA FILE TA

Staff photo by WES GUDERIAN

TIRED OUT — Fortunately no one was in this van Friday afternoon when a large tire sailed over the side of the Marquam Bridge and smashed into the vehicle. Police are trying to locate the owner of the errant tire. Roy G. Henderson, Portland General Electric manager of transportation and materials handling, estimated the damage to the van — parked in the company's lot under the bridge on SE Water Street — at $5,500. He said less extensive damage has occurred twice in the past when objects fell from the bridge.

1979 SW 170th Ave. Sec. @ 8875
Tualatin Valley Hwy. west
of Beaverton (Grade, pave & signals)

C+Q 6440	6-8-78
C+Q 6210	11-8-77, 7-20-78
RR 954	10-25-78

5875

HIGHWAY DIVISION PRO

Gary A. Potter, Manager
Program Section

May 27, 1983

Robert N. Bothman
Assistant State Highway Engineer

S.W. 135th/Scholls Ferry Road Project

The Metro Region has attempted for several years to develop a project to improve and realign the intersection of S.W. 135th/Scholls Ferry Road and Old Scholls Road.

copy #10,533

An HES project has been developed to realign Scholls and Old Scholls. That project is justified as an HES project with signalization and so forth. However, the desire is also to realign 135th utilizing LID. The signalization of the intersection involves about $150,000 which is justified. The realignment has been agreed upon to be funded with the LID at $150,000.

At this point, however, the Region has been advised that those two efforts cannot be combined and therefore the project is at a standoff because the HES justification does not add up for the entire project and the LID is not willing to fund the entire project.

Please investigate the ability to combine those two types of funding to accomplish the project.

I believe this was somehow accomplished for a signal and street realignment of 170th and Tualatin Valley Highway, however, I'm not sure of the phasing which resulted in realigning the street first and then providing the signals second. I believe the work was all done at once.

RNB:lb

cc Edward L. Hardt

787-

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 2-9-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HHS-32(6)
COMPLETION DATE 3-18-80	ACCEPTANCE DATE BY CONTRACT AGENCY 6-19-80	TIME ELAPSED 160 %	CONTRACT TIME 240 days
APPROVED EXTENSIONS 144 days*	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW. 170th AVENUE SECTION
TUALATIN VALLEY HIGHWAY
Grading, Paving, Signal

This project provided for grading and paving necessary for the realignment of the intersection and the installation of an eight phase signal system. A contract in the amount of $172,565.00 was awarded Cascade Construction Company, Portland, Oregon, on February 16, 1979. Work began on May 14, 1979 and was completed in reasonably close conformance with the approved plans and specifications on March 18, 1980 at a final cost of $207,444.31 which includes $177,023.15 for bid items, $2,704.87 for approved changes, $2,360.40 for State Force Work, and $25,355.89 for construction engineering.

*A total of 384 calendar days were used in completing the work as compared to the 240 calendar days specified. A 144 calendar day extension of contract time was approved by the State on June 17,1980 and concurred in by FHWA on August 12, 1980.

All the problems discussed in the Final Construction Inspection Report have been corrected in a satisfactory manner.

cy to: 3-4-81

Info
Inves
R/P
Sign
Act
File
REFER TO
MAR 4 '81
STAT

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 3-3-81	TITLE Field Operations Engineer — DATE 3-3-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8875 1

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project HHS-32(6)
SW. 170th Avenue
Tualatin Valley Highway
Washington County

Date: July 21, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's June 17, 1980, letter to the Contractor on subject project provides for a time extension of 144 days based on delays related to late delivery of the PTR sign which was added to the contract by Price Agreement No. 1.

Our project records indicate that the PTR sign was provided for under SFO No. 3 well in advance of project completion and therefore should not be a basis for a contract time extension. Also, other project work was not completed within the specified contract time and should have been subject to liquidated damages.

Unless additional support data are available the 144 day time extension will be considered non-participating.

G. K. Hossner
for G. L. Green

cc:
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
JUL 22 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OKY

7-8-80

L

#3875

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No. 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
R. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

#8815

L

June 24, 1980

The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

CCE 3
#8875

Gentlemen:

On June 23, 1980, we wrote to you concerning release of final payment on Contract No. 8875 awarded to Cascade Construction Company, Inc., for work on S. W. 170th Avenue Section of the Tualatin Valley Highway in Washington County.

Final payment on this contract is $12,130.31 and the total contract amount is $179,728.02. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Rogers, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
Ed Hardt

8875

1

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. W. 170TH AVENUE

WEEK ENDING: APRIL 12, 1980

SECTION PREFIX: 34-1030

HIGHWAY: TUALATIN VALLEY

COUNTY: WASHINGTON

NAME OF JOB: S. W. 170TH AVENUE

KIND OF WORK: GRADING, PAVING AND TRAFFIC SIGNALS

CONTRACTOR: CASCADE CONST. CO., INC.

CONTRACT NUMBER: 8875

FEDERAL AID PROJECT NUMBER: HHS-32(6)

DATE OF CONTRACT: FEBRUARY 16, 1979

DATE WORK STARTED: MAY 14, 1979

~~XXXXXXX~~ COMPLETION DATE: MARCH 18, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 240

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 384

PERCENT OF TIME ELAPSED: 160

PROJECT AUTHORIZATION: $201,876.78

EXCLUSIVE OF ENGINEERING: $185,868.93

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $185,868.93

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $16,008.85

ENGINEERING COST TO DATE: $21,000.00

PERCENT OF AUTHORIZATION: 131 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~XXX~~ 99+

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ~~XXX~~ 99+

DATE PROJECT WAS COMPLETED: MARCH 18, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 - FRONT END LOADER, 2 - DUMP TRUCKS, 1 - PICK-UP.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~XXXXXXX~~	TRAFFIC SIGNALS						
PERCENT	99+						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 06	RAIN	0	0	
MONDAY 07	CLOUDY	0	0	
TUESDAY 08	CLOUDY/SHOWERS	0	0	
WEDNESDAY 09	CLOUDY/RAIN	0	0	
THURSDAY 10	CLOUDY	0	0	
FRIDAY 11	CLOUDY	0	0	
SATURDAY 12		0	0	

Keesey K RECEIVED Richards
Jackmond Berg
Hopkins APR 14 1980 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

06 SUNDAY	NO ACTIVITY.
07 MONDAY	PLACING AND FINISHING RADIUS' WITH EARTH AND AGGREGATE.
08 TUESDAY	NO ACTIVITY.
09 WEDNESDAY	NO ACTIVITY.
10 THURSDAY	NO ACTIVITY.
11 FRIDAY	NO ACTIVITY.
12 SATURDAY	

REMARKS

STATUS TO DATE: ALL SIGNALS IN OPERATION. ALL WORK COMPLETE EXCEPT FOR JOBSITE CLEAN-UP.

NEXT WEEK: NO ACTIVITY IS ANTICIPATED.

SIGNED E Rodriguez
E. RODRIGUEZ
LOCATION BEAVERTON

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8175

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (H S Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

3 - 31 - 8

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. Ten	REPORT NO. 1	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH: Marion Craft, Region Constr. Engr; & Hank Rodriguez, Res. Engr, ODOT

DATE OF INSPECTION 3-31-80	INSPECTION MADE BY Original signed by Vincent J. Tabor Vincent J. Tabor, Assistant Area Engr	PROJECT NO. HHS-32(6)

QUALITY OF WORK* See below	PROGRESS OF WORK See below	TIME ELAPSED 160 %	WORK COMPLETED 100 %

SW 170th Avenue Section - TV Highway
Grading, Paving, and Signals

The project provided for the realignment of the offset north leg of 170th Avenue at its junction with the Tualatin Valley Highway to create a four-way signalized intersection.

It is my understanding that the contract was delayed because of the late delivery of a flashing track clearance sign by the railroad. The contractor should submit a time extension request for this delay shortly.

All appropriate certifications, materials receipts, test reports, and FIR's are on file for items incorporated in the project. The data shows that the materials were of acceptable quality.

Comments and Recommendations

1. The optically programmed head for left-turn movements from the TV Highway eastbound to 170th northbound requires additional adjustment for proper visual operation. Appropriate corrective action will be taken regarding this matter.

2. Presently, a group of chevron-type curve delineation signs are being utilized to advise motorists on 170th SB as they approach the newly constructed 8° reverse curve. In the interest of safety, it is recommended that removal of the chevrons be coordinated with the County so that a timely installation of permanent warning signs, etc. occurs.

3. We noted during our inspection that the signal heads for 170th Avenue NB at the intersection were not aligned above the lane for which the signal applied, i.e., the optically programmed head was offset a considerable amount from the center of the left-turn only lane. It is likely that the offset was necessary because of the width of the flashing railroad restriction sign and the difficulty of aligning the heads above the narrow approach lanes on 170th Avenue.

Previous Editions of PR-33B Will Not Be Used.

We recommend on future installations of this nature (as advised by section 4B-12, note 8 in the MUTCD, etc.) that one of the through movement signal heads be pole mounted to allow for the alignment of the exclusive turn signal over the proper lane.

RECEIVED
STATE HWY ENGR
APR 3'80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4/3
ejg

#2875

TRA 7-6

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO 238-8226
DEPT. TELEPHONE

TO: E. L. Hardt
Region Engineer

DATE: December 21, 1979

FROM: R. N. Bothman Bothman
Administrator

NOTED
E. S. HUNTER

SUBJECT: Traffic Signal Installation

I continue to be bombarded with the Department's failure to expeditiously install signals. The latest example is 170th and TV and 170th and Farmington. - 8861

88:15

I would appreciate it if you could give me a summary of the installation period; that is time of contract to time of completion (turn on of the signal) for signals that have been completed in the last year, as well as the same information for signals now under contract (anticipate completion date). It would be helpful in giving me the background to provide some kind of tabulation that would include the location of the signal, the date of contract, the number of work days, the date of completion (anticipated), and remarks under remarks, perhaps some categories of why the delays have occurred, if there are delays.

My attempt is to get a handle on the problem so that I can be responsive as I continue to get lambasted at various jurisdictional meetings, Chamber of Commerce meetings, etc.

RNB:ke

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey

RECEIVED
TECHNICAL SERVICES
DEC 28 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

12.3 1-4
Info George

8??

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-6-79

HHS-32(6)

STATE PROJECT NO. below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 80313

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
Keasey
FOR
Info

DATE PS & E APPROVED 1-4-79

DATE AUTHORIZATION EFFECTIVE 6-27-79

FEDERAL ROUTE NUMBER Primary 32

STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:
Tualatin Valley Hwy at SW 170th Avenue

GENERAL DESCRIPTION OF WORK:
Furnish and install "PTR" sign

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6-27-79, as requested in Mr. Keasey's letter of 6-27-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $1,000 Federal Funds $881.

Consideration should be given to include this type of item as a bid item for future projects.

DATE 7-6-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

F2875

5-22-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-32(4)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80142

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engr - ODOT
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-22-79

FEDERAL ROUTE NUMBER Primary 32

STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:
Tualatin Valley Hwy at 170th Avenue

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-16-79 I approve the revised Preliminary Engineering costs to a TEC of $11,700 with Federal participation limited to $10,530.

(Increase TEC $2,700 - Federal Funds $2,430)

RECEIVED
STATE HWY ENGR
MAY 31 '79
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sig | Act | File

5-31
Eng

DATE 5-22-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-018

8775.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-135	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-22-79	ate Oregon County Washington Project No. HHS-32(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 8, Jct. with S.W. 170th Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-79	0.164
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 198,472.00	FEDERAL FUNDS $ 178,624.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. L. Hunter

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 2-22-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, February 13, 1979

Federal Aid Project
No. HHS-32(6)

TUALATIN VALLEY HWY. at S.W. 170th Ave.
WASHINGTON COUNTY

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 65+20 to Sta. 73+85)

Mobilization	All	Required (61%)		$ 7,320.00
Temporary Protection and Direction of Traffic	All	Required (61%)		335.50
Temporary Signs	130	Sq.Ft.	15.00	1,950.00
Temporary Barricades	7	Each	120.00	840.00
Temporary Continuous Rail Traffic Barrier (Reflectorized)	600	Lin.Ft.	10.00	6,000.00
Flagman	240	Hour	20.00	4,800.00
Clearing and Grubbing	All	Required		5,000.00
Removal of Structures and Obstructions	All	Required		3,400.00
General Excavation	800	Cu.Yd.	6.00	4,800.00
Trench Excavation	56	Cu.Yd.	15.00	840.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Bituminous Base	920	Ton	20.50	18,860.00
Aggregate Base	200	Ton	16.00	3,200.00
Lime Treated Subgrade	4,000	Sq.Yd.	1.60	6,400.00
Lime For Treated Subgrade	45	Ton	75.00	3,375.00
Class "B" Asphalt Concrete	880	Ton	20.50	18,040.00
12-inch Culvert Pipe	126	Lin.Ft.	14.00	1,764.00
18-inch Culvert Pipe	174	Lin.Ft.	17.00	2,958.00
Concrete Inlets, Type G-2	1	Each	465.00	465.00
Concrete Inlets, Type G-2MA	1	Each	565.00	565.00
8-inch Drain Pipe	220	Lin.Ft.	10.00	2,200.00
Fiber Filter	220	Sq.Yd.	2.65	583.00
Gravel in Drains	20	Cu.Yd.	32.00	640.00
Concrete Curbs	365	Lin.Ft.	7.00	2,555.00
Extra For Asphalt Approaches	8	Each	150.00	1,200.00
Extra For Asphalt Walks	185	Sq.Yd.	3.00	555.00
Adjusting Manholes	1	Each	125.00	125.00
				$ 100,770.50

Oregon State Highway Division
Salem, Oregon, February 13, 1979

Federal Aid Project
No. HHS-32(6)

Anticipated Items

Railroad Protective Costs	All Required	$ 1,200.00
Permanent Pavement Striping	All Required	1,000.00
Temporary Erosion Control	All Required	100.00
		$ 2,300.00
	Subtotal	$ 103,070.50
	Engineering	13,914.50
	Total	$ 116,985.00

Type Code Y031

Traffic Signal (Tualatin Valley Hwy. at S.W. 170th Ave.)

Mobilization	All Required (39%)	$ 4,680.00
Temporary Protection and Direction of Traffic	All Required (39%)	214.50
Traffic Signal Installation Complete	All Required	66,900.00
	Subtotal	$ 71,794.50
	Engineering	7,892.50
	Engineering (Sig. Cont. Testing)	1,800.00
	Total	$ 81,487.00

Length of Roadway - - - - - - - - - - - - - - 0.164 mi.
Cost of Roadway Per Mile - - - - - - - - - - $ 713,323.17

Work Retained in Program Status
(Not included in amounts below)

Work by S.P.T. R.R. Co.	All Required	$ 200.00
Part-Time Restriction Sign	All Required	1,000.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 116,985	$ 105,286	$ - -	$ 11,699
	81,487	73,338	8,149	- -
Total	$ 198,472	$ 178,624	$ 8,149	$ 11,699

Group 1 100%
Contract No. 8875
Prefix 34-1966
Prefix 34-1030

1175

January 26, 1979

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attn: Jo Ann Johansen
Clerk of the Board

Gentlemen:

On January 25, 1979 a satisfactory bid was received from Cascade Construction Co., Inc., P. O. Box 4267, Portland, Oregon 97208, for traffic signals on Tualatin Valley Hwy. @ S.W. 170th Ave. Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

	HHS	TQM
Bid Items	$100,770.50	$ 71,794.50
Railroad Protective Costs	1,200.00	
Other Railroad Costs	200.00	
Permanent Pavement Striping	1,000.00	
Temporary Erosion Control	100.00	
Signal Controller Testing		1,800.00
Part Time Restriction Sign	1,000.00	
4½% Contingencies	4,692.17	3,311.75
(9%) Engineering	9,384.35	6,623.51
ESTIMATED TOTAL COST	$118,347.02	$ 83,529.76

County's advance deposit:
10% of $118,347.02 = $11,834.70 or say $11,800.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 16, 1979.

Please make your check for $11,800.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

Rec. AD
2-15-79
notified Don Ross
Cont. Branch
2-15-79

FH:dmc

bc w/AD#587: Region M Federal Aid Specialist
Vern Skoog-Please return completed AD#587 when check is received.

1-8875

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 10, 1979

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 25, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 25 on the following projects:

1. Del Rey Beach Access Rd.-Neawanna Cr.
   Oregon Coast Highway, Clatsop County
   Paving

   Four-foot shoulders and bridge sidewalk ramps provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Jewell Jct.-Summit
   Sunset Highway, Clatsop County
   Grading & Paving

   Climbing lane construction. Existing four-feet shoulders to be replaced in kind.

   Same as No. 1.

3. Lane County Line-Elbow Lake
   Oregon Coast Highway, Douglas County
   Paving

   Four-foot shoulders provided and to be striped and signed as "Narrow Bikeway".

FILE

4. Arlington Rock Production
John Day Highway, Gilliam County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willow Creek Bridge
Heppner Highway, Gilliam County
Bridge Replacement

Four-foot shoulders provided on approaches. Thirty-foot roadway on structure.

Same as No. 1.

6. Herman Creek Bridge
FAS B-436, Hood River County
Structure Replacement

Thirty-foot roadway provided on structure.

Same as No. 1.

7. No. 1 Drain & Lost River Diversion Channel Bridges
Homedale Road, Klamath County
Structure Replacement

Thirty-three-foot, ten-inch roadway and four-foot, eight-inch sidewalks provided.

8. Camp Creek Road (E.W.E.B. Canal) Bridge
Camp Creek Road, Lane County
Bridge Replacement

Thirty-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Willamette River (Harrisburg) Bridge
Albany-Junction City Highway, Lane County
Painting

Same as No. 4.

10. Fremont Bridge
    Stadium Freeway, Multnomah County
    Structures

    Same as No. 4

11. Pacific Highway West @ SW 53rd Ave
    Pacific Highway West, Multnomah County
    Traffic Signals

    Intersection improvement. Depressed curbs being constructed for future curb ramps.

    Same as No. 4.

12. Willamette River (Marquam) Bridge
    Pacific Highway, Multnomah County
    Appurtenances

    Same as No. 4.

13. SW 170th Ave
    Tualatin Valley Highway, Washington County
    Grading & Paving

    Four to six-foot shoulders provided on SW 170th. Five-foot AC sidewalks provided on TV Highway within project limits.

14. Jantzen Beach Information Center
    Pacific Highway, Multnomah County
    Buildings

    Same as No. 4.

DES:lt

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

875

PROJECT MANAGEMENT OFFICE MEMO

Date 12-28-78

Subject TV Hwy @ SW 170th Ave. File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Jon Rose Phone

Reason for contact and general discussion: To have him Call County regards to Preliminary Plans approval. Jon got ahold of County and I talked with them + Jon. There is no hold up at this time and Plans will be approved and Submitted by Tuesday. No Change in Plans.

Project appears OK to go.

Informed Don Trout 12-28-78 Signature Hildebrandt

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8875

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

December 7, 1978

Salem, OR., 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Railroad Status Report
January 25, 1979 Letting

TO: D. H. Moehring
Project Management Engineer

BUILDING

The status of negotiation with railroads on two Federal Aid projects on the January 25, 1979 letting are as follows:

TUALATIN VALLEY HIGHWAY AT S. W. 170th AVENUE,
Tualatin Valley Highway, Washington County

This is a traffic signal installation. The Southern Pacific Transportation Company is involved inasmuch as traffic signals are to be interconnected with the railroad track circuitry. The Southern Pacific Transportation Company will be reimbursed for their efforts in making the connection. The estimated cost is $200. The railroad protective costs for this project are estimated to be $1,200. A pipeline permit has been obtained from Southern Pacific Transportation Company to cross under the tracks with a signal conduit. It does not appear at this time that the railroad involvement will cause any problems to the letting of this contract.

ROGUE VALLEY HIGHWAY AT PINE STREET (CENTRAL POINT),
Rogue Valley Highway, Jackson County

This is basically a traffic signal installation. The Southern Pacific Transportation Company is involved inasmuch as traffic signals are to be interconnected with the railroad track circuitry. The Southern Pacific Transportation Company will be reimbursed for their efforts in making the connection. The estimated cost is $200. The railroad protective costs for this project are estimated to be $1,600. A pipeline permit to cross under the tracks for the signal conduit has been obtained from the Southern Pacific Transportation Company.

We have also obtained two small permanent easements of 150 square feet each in which to locate revised signal poles. The two permanent easements cost a total of $250.

It does not appear at this time that the railroad involvement will cause any problems with the letting of this contract.

I certify to the best of my knowledge that the above statements are correct in regard to railroad negotiations on this project.

RDT/seb
cc: J. H. Versteeg D. E. Swan (3)
Jack Sullivan E. L. Johnsen

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
DEC 11 1978
File: PM FA
LG OP

8875

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

November 22, 1978

Mr. Dave Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commissioner
Labor and Industries Building
Salem, OR 97310

Dear Mr. Astle:

copy Tra 7-5

I have only recently been able to obtain all of the information necessary involving the "fiber optic" sign that we viewed several months ago. This office intends to proceed with an experimental installation on a forthcoming traffic signal contract at 170th and Tualatin Valley Highway.

The sign legend to be used will read "PROCEED ON FLASHING YELLOW". The fabricated sign will be 27 inches high and 71 inches long and will weigh approximately 200 pounds. Letters will be 8 inches high which will produce 400 to 500 feet of legibility distance. Each sign will cost $1,500 with another $300 to $400 added to the cost for mounting hardware and installation. Approximately $2,000 per sign is a reliable figure to use in computing cost estimates for future installations.

As the signal contract progresses at the above location, I will keep you advised in order that we might all review both the installation and operation procedures. I am asking your help in keeping the railroad personnel advised on this matter.

Sincerely,

~~ORIGINAL~~ SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RECEIVED
STATE HWY ENGR
NOV 22 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

LEG:ds

bc: H. S. Coulter
E. S. Hunter
J. L. Sollis
R. D. Trygstad
F. T. Lacey

Form 81-731-0027 (9-77)

8875

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 14, 1978

In reply refer to: HFO.8-OR

SUBJECT: Oregon Project HHS-32(6)
T.V. Highway at S.W. 170th Ave.
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation

Mr. Swan's letter of October 23, 1978, provided sufficient information, as requested in my September 25 letter, to qualify the subject project as high-hazard safety.

G. K. Hasner
for G. L. Green

cc:
C. Laux (ODOT)

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS

NOV 16 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8875

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

~~ROW 18-2~~

October 25, 1978

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

RAILROAD COMPANIES
FILE No. 954

Attention R. L. Johnston

Pipeline Indenture
Tualatin Valley Highway @S. W. 170th Avenue
Washington County
ODOT Agreement No [redacted]

Dear Dick:

Returned herewith is a fully executed Indenture covering an underground electrical crossing and an overhead line for traffic signals at the subject location.

This project is to be contracted. Railroad protective insurance and railroad protective costs will be included in the contract.

Thank you for your cooperation in this matter.

Cordially,

RDTrygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosure
bc: G. L. Green - w/copy
J. H. Versteeg - w/copy
✓C. W. Head - w/original
C. T. Keasey - w/copy
J. L. Sollis
J. B. Boyd
D. E. Swan - w/2 copies
Ed Hardt - w/2 copies

11-21-78
noted in
agree. book

NOTE TO HARDT: Please send copy to the resident engineer. RDT

G Ly Boyd
10-23-78
Nov. 6

Form 81-734 3123

8875

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams, Metro

DATE: October 2, 1978

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: T. V. Highway @ S.W. 170th Ave.
Washington County

The PE for this project was funded with Transition Quarter Funds. We attempted to contract the project using Title II Safety funds for construction of the signal and realignment to eliminate the offset intersection. The FHWA has questioned the eligibility of this job as a high-hazard safety project.

The County should be advised that their realignment project is not eligible as a Title II, HHS project. The signal is eligible and has the approval of the Commission for the use of TQ funds. The realignment work is on the county road and is not eligible for "State" TQ funds. It is eligible for urban system or "CRAG" TQ funds.

If the County wants to provide funding for this project as a "CRAG" FAU or TQ project, it will need to be added to the current TIP Annual Element, a project request submitted, the agreement modified or rewritten, etc. If the signal is to be left as a separate contract, we will need to re-schedule it and modify the plans.

We have deleted this project from the October bid letting schedule. Please advise as to the course of action you intend to follow.

DES:lml

cc: J. H. Versteeg
Bud George
F. E. Terpin
Gary Potter
Ed Hardt
Jon Rose
G. W. Wimer ✓

N

Zehner ✓
Holmes ✓
Prange ✓

81.125.1397

8875 5

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

September 18, 1978

Salem, OR 97310

FROM: Tony Anthony George, Env. Eng. Coordinator
Environmental Section

SUBJECT: Noise Study Reports--
October Contract Letting

TO: Gary A. Potter
Manager

J. H. Versteeg
Head of Engineering

E. S. Hunter ✓
Technical Services Engineer

RECEIVED TECHNICAL SERVICES
SEP 1 '78
REFER TO
FOR
R/D
Invest
Info

Attached are the pertinent noise study reports for the October letting schedule. Also attached are the noise study reports needed for early advertisement. These are:

Tualatin Valley Hwy. at SW 170th Ave. Washington County
Snake River (Ontario Spur) Bridge, Malheur County
Brogan Hill-Brogan, Malheur County
Florence/Eugene Hwy.-M.P. 5.7, Lane County
Boothill Cemetery-Dog Creek, Grant County
Florida Ave.-Vermont Ave., Coos County

No traffic noise abatement is proposed. All of the projects except Florida Ave.-Vermont Ave. are recommended for construction time constraints as follows:

> No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, a pile driving constraint is recommended for the Snake River Br. project, and a blasting constraint is recommended for the Brogan Hill-Brogan project. These are as follows:

> No pile driving (blasting) operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

I concur with my staff that the noise reduction benefits to be derived from implementing these recommendations more than outweigh any inconvenience to construction. The piledriving and blasting constraints are consistent with our Statewide Noise Study Report.

✓ Your approval is requested.

APPROVED
ESH
E. S. Hunter
Date 9-25-78

Attachments

8875

6-78

NOISE STUDY REPORT

Tualatin Valley Highway at 170th Avenue
Tualatin Valley Highway
Washington County

Prepared by

Oregon Department of Transportation
Metropolitan Branch

Tim Thex, Air/Acoustical Engineer

June, 1978

Project Description

This project consists of the modification of the intersection of the TV Highway and S.W. 170th Avenue. One purpose of this project is to install a traffic signal at the intersection to provide better access and safer turning opportunities. The other purpose is to realign S.W. 170th Avenue on the north side of the TV Highway to provide a single intersection which would replace the existing offset intersection. This project is classified as Type I-B according to FHPM 7-7-3.

Vehicle Use

Vehicular volumes for the TV Highway and S.W. 170th Avenue are given in Table 1. Volumes and truck percentages would not change with either the build or no-build alternatives. Speeds would differ slightly between the two alternatives.

TABLE 1

Peak Hour Traffic Data

	1978 Existing			1990 Build			1990 No Build		
Source	Volume	Speed	Truck %	Volume	Speed	Truck %	Volume	Speed	Truck %
TV Highway	2,750	32	1.9	3,900	22	1.9	3,900	22	1.9
S.W. 170th Avenue	340	34	1.5	530	28	1.5	530	24	1.5

Peak Truck Hour Traffic Data

	1978 Existing			1990 Build			1990 No Build		
Source	Volume	Speed	Truck %	Volume	Speed	Truck %	Volume	Speed	Truck %
TV Highway	2,400	34	3.5	3,400	27	3.5	3,400	27	3.5
S.W. 170th Avenue	270	30	1.5	420	29	1.5	420	26	1.5

Land Use

The area along the TV Highway in the vicinity of S.W. 170th Avenue is primarily commercial. The only building along the project section is a small commercial building located on the northwest corner at the TV Highway and the north leg of 170th Avenue. The property in the northeasterly quadrant of the existing intersection is presently vacant in the area of the proposed realignment of 170th Avenue. There are private residences north of the project limits along 170th Avenue. SPRR parallels the south side of TV Highway.

The only sensitive receptor that the project would affect is the St. Mary's Home for Boys, located 215 feet northeast of the proposed realignment.

Traffic Noise Analysis

The 1977 FHWA noise prediction model was utilized for this analysis. The L_{10} levels given were converted from L_{eq} levels according to FHWA methodology contained in Appendix F, NCHRP Report 174 (5). Flat terrain was assumed for this model. A "hard", or reflective site was assumed for the ground surface between the receptor and 170th Avenue, and a "soft", or absorptive site was used for the ground between the receptor and the TV Highway. Maximum noise levels were predicted to occur in 1990 during the peak truck hour, which generally occurs between 10 and 11 a.m. in this area. The results of the model are summarized in Table 2.

Impacts

The highest noise level that would occur at St. Mary's Home for Boys would be 70 dBA L_{10} in 1990. This is a decrease over levels that would occur with the 1990 no-build and the existing condition. It is within the design noise level of 70 dBA L_{10} for sensitive receptors. The predicted noise reduction is due primarily to a lowering of the average vehicle speed.

There are two residences north of the TV Highway on 170th Drive. Although not specifically examined, noise levels would be reduced with the build alternative. This would occur because the roadway would be further away after realignment.

Construction Impacts

Project construction may create a temporary adverse noise condition. Noise levels emitted from construction equipment may result in certain receptors experiencing excessive noise levels.

The main form of construction noise mitigation that could be performed on this project would be the imposing of time restrictions on the operating periods of machinery. Operating time constraints will be imposed on construction activities between the hours of 10 p.m. and 7 a.m., and during all hours on Sundays and legal holidays. Exceptions to these time restrictions may be granted according to provisions of applicable state and local laws, ordinances, and regulations relative to noise control. Where no regulations exist, exception may be granted by the resident engineer.

Local Coordination

Close contact and coordination between ODOT and Washington County has been maintained during the development of this project.

Washington County is responsible for land use planning of undeveloped lands along this project. County compliance with FHPM 7-7-3, Paragraph 12(c)(2), would insure compatibility of activities with a transportation oriented environment in this area. A copy of this report along with the FHWA policy on land use will be sent to the Washington County Planning and Public Works Departments.

TABLE 2

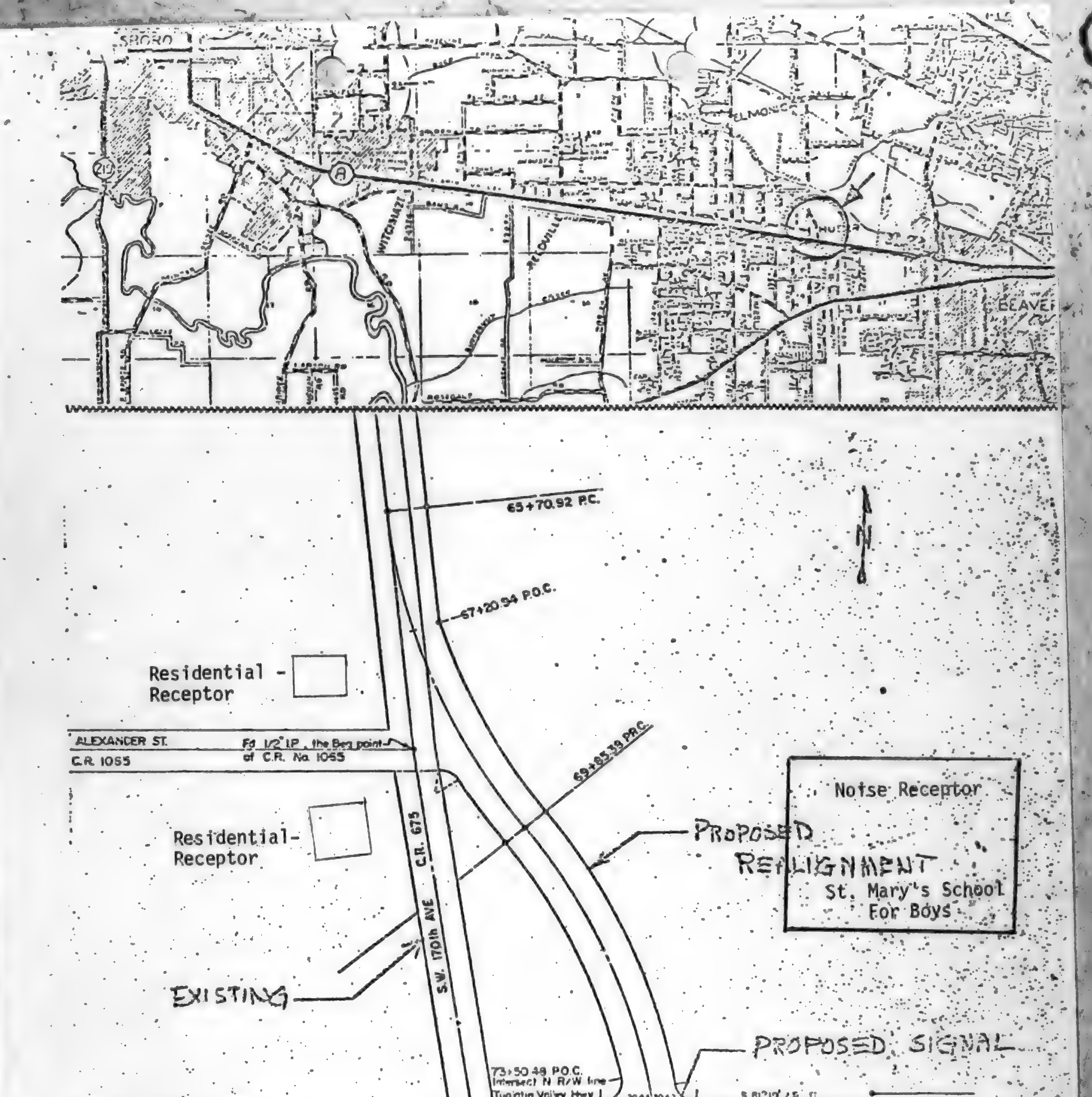
L_{10} Noise Levels During Peak Hour at St. Mary's School for Boys

	1978	1990
BUILD	71	68
NO-BUILD	71	67

L_{10} Noise Levels During Peak Truck Hour at St. Mary's School for Boys

	1978	1990
BUILD	71	70
NO-BUILD	71	69

THT:ja
ODOT
6/22/78


SBORO
219
8
ELMONIC
BEAVE
65+70.92 P.C.
67+20.94 P.O.C.
N
Residential - Receptor
ALEXANDER ST.
C.R. 1055
Fd 1/2" I.P., the Beg point of C.R. No. 1055
69+85.39 P.R.C.
Noise Receptor
PROPOSED REALIGNMENT
St. Mary's School For Boys
Residential- Receptor
C.R. 675
S.W. 170th AVE
EXISTING
PROPOSED SIGNAL
73+50.48 P.O.C. Intersect N R/W line Tualatin Valley Hwy
S 61°19' 45" E
23.21
73+61.77 PT.
TUALATIN
VALLEY
HIGHWAY
SOUTHERN
PACIFIC
RAILROAD
C.R. 377
S.W. SHAW ST.
C.R. 1053
75+36.77 POT. Fd 1-1/2" square bolt as set C.S. 13591, Term. point C.R. No. 1053, 25.00 feet right
S.W. 170th AVE
80+24.50 POT. Fd. drill hole in conc sidewalk 25.00' at NE cor SW 170th Ave & SW Blanton St. See C.S. no. 3657.

8875

~~ROW 18-2~~ 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 2, 1978

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem, Oregon 97310

Tualatin Valley @ S.W.
170th.
Washington County

Dear Mr. Campbell:

A traffic signal is to be installed at the subject intersection. It is desirable to interconnect this traffic signal with the Southern Pacific Transportation Company's tracks located just south of the intersection.

Please accept this letter as an application for this interconnection. Attached you will find 10 copies of the signal plans for this installation.

Cordially,

R D Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT:klw
attch.

cc: H. S. Coulter
E. L. Hardt
C. T. Keasey
D. E. Swan
J. L. Sollis
L. E. George

RECEIVED
STATE HWY ENGR
AUG - 3 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S.COULTER

8875

8

July 20, 1978

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

MISC. CONTRACTS and
AGREEMENTS No. 6210

Attention: Jo Ann Johnsen
Clerk of the Board

Gentlemen:

Attached for your records are two fully executed supplemental agreements for installation of emergency vehicle pre-emption equipment to be included with a traffic signal project at the following locations:

Farmington Highway at S. W. 170th Avenue
Tualatin Valley Highway at S. W. 170th Avenue

We have retained a fully executed copy of the two agreements for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (two conf. agrees. att.)

Form FHWA 121 (Rev. 5-73)

987 5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem OR 97301

DATE: June 30, 1978

In reply refer to: HFO.1-OR

SUBJECT: Project Assessment
Oregon Project HHS-32(-)
Tualatin Valley Hwy @ SW 170th Ave.
Tualatin Valley Highway 0029
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your June 14 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 1, Env)

Environmental Section
July 5, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Ed Hardt
R. N. Bothman
Maury Payne
Gerold Wimer
B. L. Gifford (2)
Jef Kaiser

PROJECT MANAGEMENT
PME LGE
CCE ☐
FAE ☐
OM ☐
OPE ☐
JUL 5 1978
M
File: PM FA LG OP
TAA

OREGON STATE HIGHWAY DIVISION
REVISED PROJECT ASSESSMENT
(Supercedes Assessment of 15 August 1977)

HHS-32(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 14, 1978

Section Tualatin Valley Hwy @ SW 170th Ave
Unit (if appl)
County Washington HHS
City
Highway Tualatin Valley Highway 0029
State Hwy. No.
Termini: M.P.(if appl)
Length Intersection and 800 feet of 170th Avenue
Region METRO
Construction Estimate $153,000 (TOF/Title II, 209)
Program Amount

B. Purpose of Project: To install a traffic signal at the subject intersection in order to provide better access and safer turning opportunities, and to realign Southwest 170th Avenue to provide a single intersection which would replace the existing offset intersection.

C. Origin & History of Project: Washington County requested an investigation of the intersection for possible signalization. The north leg of 170th presently enters the T.V. Highway at a point 200 feet west of the south leg intersection. The county also desires realignment of the north leg to meet the south leg of 170th. It now appears that adequate funding will be available through a combination of sources.

During the period from January 1, 1974 to September 30, 1976, there were 21 accidents reported at this location with 19 injuries, with no fatalities. Fourteen of the 21 accidents were of a type preventable by signalization.

D. General Description of Project: The project would include: 1. Realignment of an 800-foot section of the north leg of 170th Avenue so that it meets the south leg at a common intersection with T.V. Highway; 2. Restriping of the continuous left-turn median to provide left-turn refuges at the intersection; 3. The installation of a 5-phase signal at the resulting intersection. The signal would be interconnected with the railroad crossing signal just south of T.V. Highway on 170th Avenue.

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 4 ; Med L.turn; Shldrs. Yes ; Parking No
Proposed: No. Lanes 4 ; Med L.turn; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 27,700 (T.V. Highway) 3,300([illegible]) (1976) Projected ADT 46,000* ; Yr. 1990
Existing Level of Service C

Proposed Facility: Projected ADT 46,000 ; Yr. 1990
Projected Level of Service

* Projection not available for 170th Avenue

Right of Way: 1.32 acre was acquired by the county in 1977 by dedication from the property owner, as a condition of the grant of a zone change from institutional to office commercial.

Type of Structure(s): Signals, poles and suspension

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project: Interruption of continuous traffic and accident warrants tie the project for sixth place on the statewide priority list for signalization.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No-build: The intersection would continue to have an increasing rate of preventable accidents and congestion of cross traffic.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is in flat terrain. Roadside vegetation consists of mowed grasses and, on the northside, some planted poplar trees. There are no significant drainages or wildlife habitats in the immediate area.

2. Cultural: A small commercial building is located on the northwest corner of T.V. Highway and the north leg of 170th Avenue. A Southern Pacific Rail track lies just south of the T.V. Highway. The 170th Avenue rail crossing has drop arms and signals which would be tied in with the present project.

   The property in the northeasterly quadrant of the existing intersection is presently vacant in the area of the proposed realignment of 170th Avenue. The property owner has successfully gained a Washington County Plan amendment which allows commercial development in the triangular 0.96-acre parcel between the proposed realignment, T.V. Highway and the existing section of 170th Avenue. The owner also gained a plan amendment which changed a 25-acre parcel from a manufacturing designation to RU-15 (medium density residential). In exchange for these plan amendments, the county required the dedication of a 60-foot right-of-way, amounting to 1.32 acres, for the proposed realignment at the intersection of 170th and T.V. Highway.

   The county is also withholding approval of phase II of a subdivision development at Merlo Road and 170th, until the proposed signal project is completed.

   Continued changes of this nature, in the Comprehensive Plan, will lead to significant additional traffic generation in the area and a need for more highway capacity.

B. Preliminary Assessment of Environmental Impacts:

1. **Consequences and Significance of Right-of-Way Acquisition:** Dedication of 1.32 acre of right-of-way required for the realignment of the north leg of 170th Avenue. The realignment can be incorporated into the site plan without serious adverse effects, since no development has yet occurred and the right-of-way is established.

2. **Estimated Impact on Traffic Patterns:** Turning and crossing movements, would be regulated by signal, and the north and south legs of 170th Avenue would have a common intersection with T.V. Highway, rather than the present broken intersection. Traffic on 170th Avenue would increase, since land development in the service area of the project has been conditioned on the signalization/realignment.

   Consequences--Air Quality, Noise, Safety, etc.: The regulated stopping and acceleration of traffic where there presently is free-flow traffic on T.V. Highway would probably cause slight increase in exhaust emissions and noise levels at the intersection. There would be a reduction in accidents of a type preventable by signalization.

3. **Estimated Impact on Land Use:** The realignment of 170th by the county would convert approximately 1.32 acre of vacant, potentially commercial land to highway use. Approximately the same amount of the existing street could eventually be vacated to the adjacent property.

   Consequences: The realignment would separate a 0.96-acre area from the main parcel of the Catholic property. This would provide street corner frontage to property on the northeast and northwest sides of the new intersection. The business on the existing northwest corner would no longer have direct access from 170th Avenue.

4. Expected Impact on Natural Ecological Resources: No significant effects expected

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Increased stop and go traffic due to the signal would cause slight increases in exhaust emissions. An indirect source permit may be required for this project. The DEQ will be contacted to make this determination.

b. Noise Standards -
No sensitive receptors are located within the project area. Signalization would increase the stop and go traffic, and concentrate vehicles, increasing noise levels somewhat. A Noise Study Report will be filed.

c. Water Quality Standards

No drainages would be affected significantly

d. Area Land Use and Transportation Plans, and Zoning

The project is consistent with existing land use plans. No conflicts.

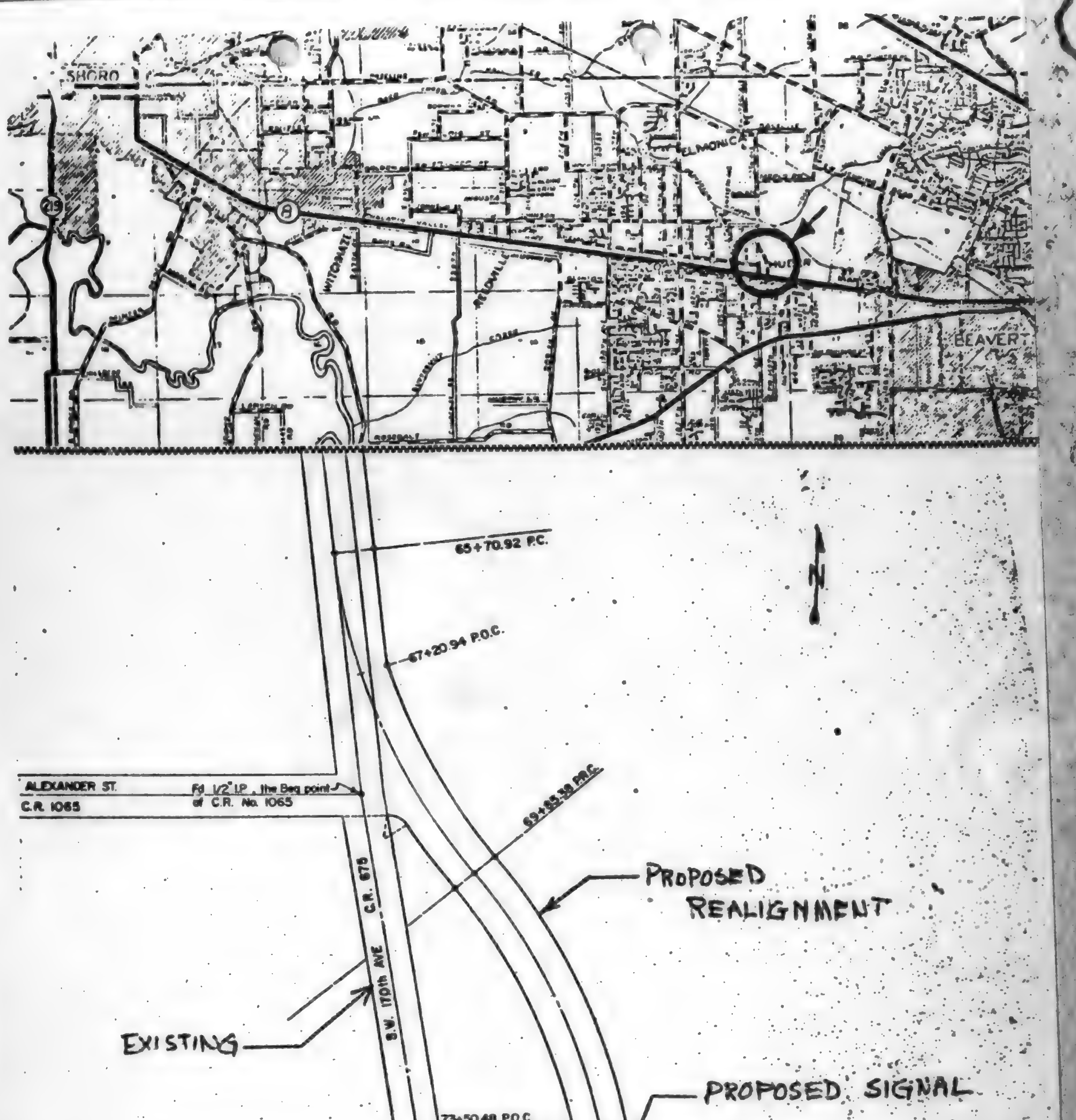
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The project is not of a magnitude or potential environmental significance which would warrant the processing of a negative declaration. The right-of-way required is not considered significant in its size or impacts on land use, particularly since it is a condition for approval of proposed land uses.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4

SHORO
219
8
ELMONICA
BEAVER
65+70.92 P.C.
N
67+20.94 P.O.C.
ALEXANDER ST.
C.R. 1065
Fd 1/2" I.P. , the Beg point of C.R. No. 1065
69+95.38 P.R.C.
C.R. 675
S.W. 170th AVE
PROPOSED REALIGNMENT
EXISTING
PROPOSED SIGNAL
73+50.48 P.O.C. Intersect N R/W line Tualatin Valley Hwy.
S 81°19' 25" E
73+61.77 P.T.
TUALATIN
VALLEY
HIGHWAY
SOUTHERN
PACIFIC
RAILROAD
C.R. 677
S.W. SHAW ST.
C.R. 1053
75+36.77 P.O.T. Fd 1-1/2" square bolt as set C.S. 13581, Term. point C.R. No. 1053, 25.00 feet right
S.W. 170th AVE
80+24.50 P.O.T. Fd. drill hole in conc. sidewalk 25.00 feet at NE cor S.W. 170th Ave & S.W. Blanton St. See C.S. no. 3657.

8875

8

June 8, 1978

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6440

Gentlemen:

Attached for your files is a fully executed copy of an agreement for realignment of a portion of S.W. 170th Avenue to make a safer connection to the Tualatin Valley Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8875

STATE OF OREGON

INTEROFFICE MEMO

Traffic - DOT
DEPT.

378-6537
TELEPHONE

TO: R. N. Bothman, Administrator
Metropolitan Branch
Attn: Thomas H. Schwab

DATE: June 1, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: OPTICOM Traffic Signal Pre-emption System
Tualatin Valley and Farmington
Highways at 170th Avenue
Washington County

OPTICOM pre-emption systems will be incorporated into the design of the new traffic signals on the Tualatin Valley and Farmington Highways at 170th Avenue as requested by Washington County and Fire District No. 1.

All OPTICOM equipment, except the emitter units will be included as part of the project. The County will be required to pay 50 per cent of the difference between the actual total cost of the OPTICOM system and the amount contributed by the Federal Government. A letter form agreement will be prepared and forwarded to the County for signature.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

JII:rah

cc: E. L. Hardt
G. W. Wimer - Please prepare the necessary letter form agreements. ✓

6/8
Draft to typist.
MCH

PROJECT MANAGEMENT
PME
LGE
CCE ☐
FAE ☐
OM ☐
CFE ☐
JUN 5 1978
TAA Holmes
File: PM FA
LG OP

(#2) 8875

8

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 26, 1978

TO **Executive Department**
Federal Aid Coordination Unit

RECEIVED
STATE HWY ENGR
JUN -5'78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 2
Section: Tualatin Valley Hwy. @ S.W. 170th Ave.
Highway: Tualatin Valley Hwy. Oregon Rt. 8
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 26, 1978.

NOTED

BLG: dmc

Attachment

cc: **G. L. Green**	**Region** 1 : E. L. Hardt
H. S. Coulter	**District** 2 : W. W. Geibel
F. E. Terpin	**Aeronautics Division**
J. B. Bovd	**Paul Hartwig, Parks**
J. H. Versteeg	Gerald Wimer
Gary Potter	B. L. Gifford
W. J. Hart	R. N. Bothman, Metro

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Tualatin Valley Hwy. at S.W. 170th Ave.	
11	12] PROJECT LOCATION—CITY Tualatin Valley Hwy. OR. Rt. 8	PROJECT LOCATION—COUNTY Washington PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is to install a 5 phase traffic signal with railroad interconnect

06 12] and realign S.W. 170th northerly of the T.V. Highway to eliminate the present [71

07 12] off-set intersection. This change of traffic flow will give a direct crossing [71

08 12] of the T.V. Highway and improve the safety of this intersection. [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	148,500	--	4,400	12,100	--	165,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: CRAG TIP	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	June	26	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: CRAG TIP

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

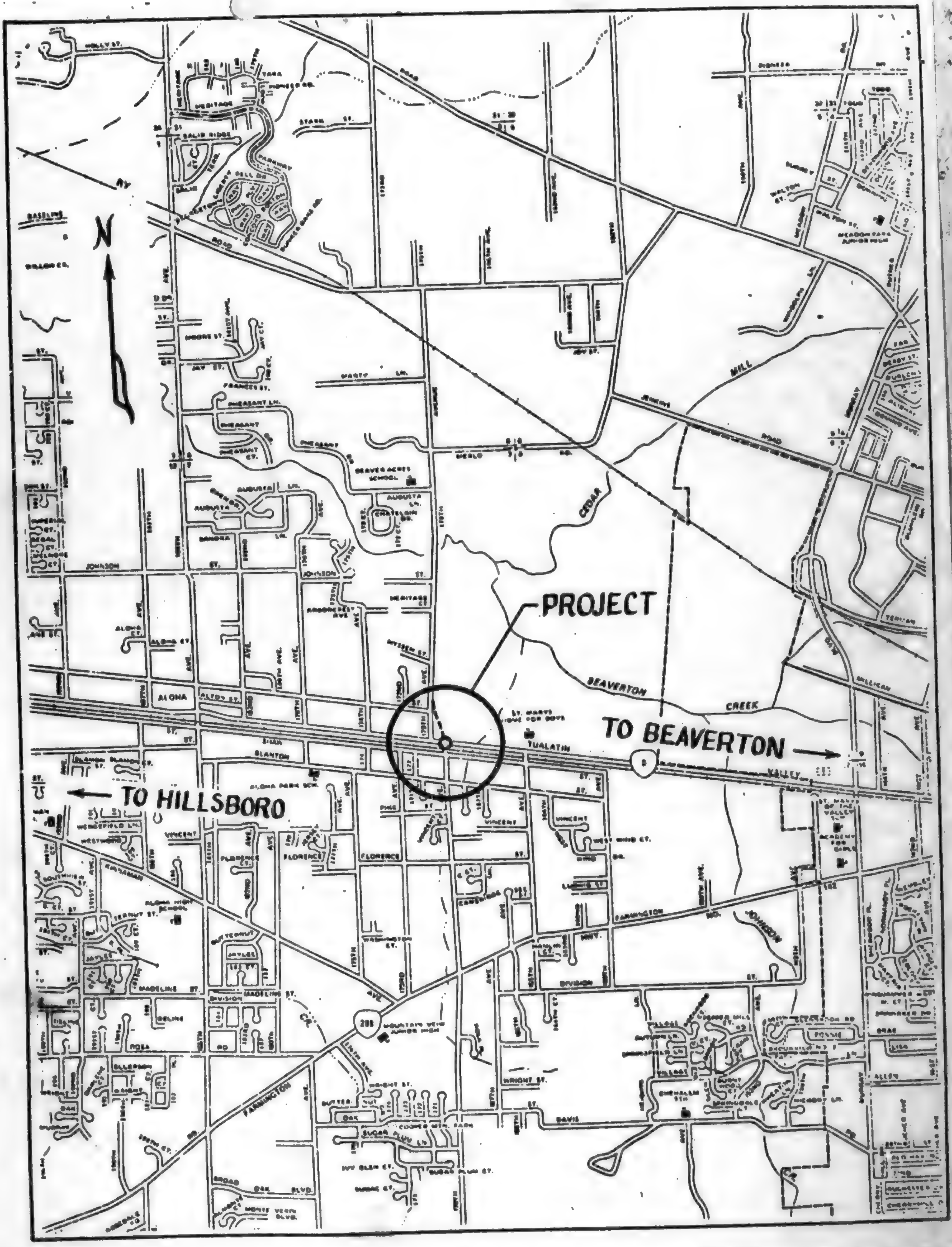
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.


N
PROJECT
TO BEAVERTON
TO HILLSBORO
BEAVERTON CREEK
CEDAR
MILL
JENKINS
ROAD
TUALATIN
VALLEY
ALOHA
JOHNSON
FARMINGTON
RD.
ALOHA HIGH SCHOOL
MOUNTAIN VIEW JUNIOR HIGH
208

8875

WASHINGTON COUNTY

Inter-Department Correspondence

Date April 20, 1978
For Meeting of: April 25, 1978

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Agreement - 170th Avenue, T.V. Highway Realignment

During the past couple of years, and through the process of zone changes, etc., the county has been able to acquire the necessary right-of-way on the north side of T.V. Highway at S.W. 170th in order to effect a cross intersection. It now exists as an off-set cross intersection.

Through working with the State Highway Division and the Public Utilities Commission, we have been able to first have installed railroad grade crossing protective gates on the south side of T.V. Highway. We have previously entered into an agreement with the State to install traffic signals at this intersection intertied with the railroad gates, and now we have finally arranged federal funding through the assistance of the State Highway to construct the realigned segment of S.W. 170th on the north side of T.V. Highway. The total cost to Washington County will be 10% of the realignment construction cost. The local share of the traffic signals is being covered by the State Highway Division. The local share of the railroad crossing protective gates was covered by the local fund that was raised through the efforts of the Traffic Safety Commission.

RECOMMENDATION: Your Board authorize execution of the agreement permitting the State to proceed with design and construction of the realigned segment of S.W. 170th Avenue.

Respectfully submitted,

JFC:pj

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 16 1978
TAA Holmes ✓ File: PM FA
LG OP

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-203
DATE 4-25-78
BY Jo Ann Johansen
CLERK OF THE BOARD

From Metro Jon Rose Date 5/15/78

To [redacted]

[redacted] Traffic Region 1

Comments: Here are 3 copies of the subject agreement, signed by County officials and approved by the Metro Administrator. This covers only the roadway realignment on 170th and not any signal work on the highway.

Jon Rose

8875

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Tualatin Valley Hwy @ S.W. 170th Ave.

Date Feb. 16,1978, 19

Highway Tualatin Valley 27

Authorization No. 1

County Washington

Survey Prefix 34-1966 (Assigned by Salem office)

Description of termini, route, length, etc.:

M.P. 5.88

NOTE: This prefix replaces prefix 34-1449 which is being cancelled.

Purpose of survey: Install traffic signal and channelization as required. prepare plans for realignment of S.W. 170th North of the Tualatin Valley Highway.

Estimate of cost:

Plans	905	1,000	
Traffic	911	800	
Specifications	921	400	TOF-32(4) 2/10/78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,200

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

P.L. Carstensen

Costs & ~~Spec~~. Records Spec. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Terpin

Location Engineer

Approved:

E S Hunter

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

GP*19700-734

8875

8

U.S. DEPARTMENT OF TRANSPORTA EDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL D OR AUTHORIZATION

2-10-78

PROJEC NO
-32(4)

CT NO.
See Below

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80142

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	2-10-78	Primary 32
		STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:

"Tualatin Valley Highway at SW 170th Avenue Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Archeology Salvage and Utility work
☐ OTHER (Specify) TEC NTE 49,000 - F.F. $8,100

☐ ACQUISITION OF RIGHT OF WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I concur that the subject project qualifies for the time saving procedures enumerated in FHPM 6-8-2 as requested in Mr. Swan's 1-25-78 letter.

NOTED
F. B. KLABO

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-10-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5875

STATE OF OREGON

INTEROFFICE MEMO

TO: D. R. Moehring
Manager

DATE: January 9, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Project Revision
Title II Section 209
Tualatin Valley Hwy. @ S.W. 170th Avenue
Washington County

A project to install traffic signals at the subject location has been approved to be financed with Transitional Quarter funds.

Due to the offset configuration of this intersection, the county requested that consideration be given to realigning the north leg of S.W. 170th to establish one signalized intersection.

A review of several alternatives indicates that the realignment would be a desirable safety improvement. A project consisting of the road realignment and traffic signal installation with an estimated total cost of $120,000 would have a favorable benefit/cost ratio.

It is recommended that the preliminary engineering phase be completed with TQ funds and that the construction phase be completed with Title II Section 209 funds.

An agreement will be needed covering the County's responsibility for 10 percent of the cost of the road realignment.

Please prepare necessary documentation to program this work with the FHWA.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RHB:rw
Attachment

cc: F. E. Terpin
G. A. Potter
M. C. Holmes
Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 10 1978
TAA Holmes
File: PM FA
LG OP

81-125-1387

8875

9

November 8, 1977

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: Roger Thomssen
Director of Elections & Records

MISC. CONTRACTS and
AGREEMENTS No. 6210

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals on the Tualatin Valley Highway at S.W. 170th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8895

STATE OF OREGON

INTEROFFICE MEMO

8

DATE: September 14, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
SW 170th Ave. Intersection
Tualatin Valley Hwy. (ORE 8)
Washington County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
EDH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-13-77

8875

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 7, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project TQF-32(-)
PROJECT ASSESSMENT
Tualatin Valley Hwy. @ S.W. 170th Ave.
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Our August 29 memorandum regarding the subject project assessment recommended that the realignment and signalization be treated as one project since, according to the assessment, installation of the signal was contingent upon the county acquiring the necessary right of way and realigning the north leg of S.W. 170th Ave. and that the project would be held in limbo until disposition of the Catholic property needed for the realignment was resolved. However, further discussion with Mr. Bob Ewen indicates that the actual intent is to install a much needed traffic signal at this location as soon as possible with flexibility designed into the system to make it usable on the proposed future realignment project.

Based on this additional clarification, we concur with your finding that the proposed signal installation constitutes a non-major action and that the work should be completed as soon as possible.

William H. Kappen
for G. L. Green

cc:
OSHD (Reg. 1, Env.)
ODOT (Laux, Potter)

RECEIVED
STATE HWY ENGR
SEP 8 '77
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to

8875

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 29, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Proj. TQF-32(-)
PROJECT ASSESSMENT
Tualatin Valley Hwy. @ S.W. 170th Ave.
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's August 18, 1977, letter has been reviewed. We concur with your finding that the proposed project may constitute a non-major action.

The assessment covers the installation of a traffic signal at the intersection of S.W. 170th Ave. and Tualatin Valley Highway; however, installation of the signal is contingent upon the county acquiring the right of way and realigning the north leg of S.W. 170th Ave. It is recommended, therefore, that the realignment and signalization be treated as one project as far as the environmental impacts are concerned and a new project assessment prepared for approval. We concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for Walach
G. L. Green

cc:
OSHD (Reg. 1, Env.)
ODOT (Laux)
" (Potter)

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

1979 Jantzen Beach Info Center 8876
on Pacific Hwy. north of
Portland

#8876

March 19, 1980

Hartford Accident and Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

COM 3
Contract 08876

Gentlemen:

A post-final payment for $1,275.00 will be made to Bomac Construction Inc. for buildings at the Jantzen Beach Information Center on the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $42,788.54 including the post-final payment. Of the total, $1,890.53 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Bomac Construction, Inc.
126 N.E. Third
Hillsboro, OR 97123

bc: C. T. Keasey
Walt Hart
Ed Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.-Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.-Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

#8876

January 23, 1980

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

CON 5
Contract #8876

Gentlemen:

Contract No. 8876 awarded to Bomac Construction, Inc. for buildings at the Jantzen Beach Information Center on the Pacific Highway in Multnomah County was completed on July 2, 1979, and accepted by the State Highway Engineer on January 17, 1980.

Final payment in the amount of $1,480.10 will be released to the contractor after January 28, 1980. The total contract amount is $41,513.54, including $1,890.53 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Bomac Construction Inc.
126 N.E. Third
Hillsboro, OR 97123

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8876

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: JANTZEN BEACH INFORMATION CENTER

WEEK ENDING: December 1, 1979

SECTION PREFIX: 26-3944

HIGHWAY: PACIFIC

COUNTY: MULTNOMAH

NAME OF JOB: JANTZEN BEACH INFORMATION CENTER

KIND OF WORK: BUILDINGS

CONTRACTOR: BOMAC CONSTRUCTION, INC.

CONTRACT NUMBER: 8876

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: FEBRUARY 13, 1979

DATE WORK STARTED: APRIL 2, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: a)4/30/79 b)6/15/79

PERCENT OF TIME ELAPSED: 113.8

PROJECT AUTHORIZATION: $ 51,621.18

EXCLUSIVE OF ENGINEERING: $ 47,112.78

ENGINEERING AUTHORIZATION: $ 4,508.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 47,125.01

ENGINEERING COST TO DATE: $ 4,750.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~XXXXXX~~ 0.00 %

PERCENT OF AUTHORIZATION: 105 %

DATE PROJECT WAS COMPLETED: JULY 2, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	EXIST. BUILDING	NEW TOILET BUILDING					
	REMODLING	FOUNDAT.	BLKWALL	CARP.	MECH.	ELECTR.	FINISH
PERCENT	100	100	100	100	100	100	100

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	25	Showers	0		
MONDAY	26	Cloudy	0		
TUESDAY	27	Fair	0		
WEDNESDAY	28	Cloudy	0		
THURSDAY	29	Cloudy	0		
FRIDAY	30	Cloudy	0		
SATURDAY	1	Rain	0		

Keesey K
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
DEC 4 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov 25 SUNDAY	No Activity
Nov 26 MONDAY	No Activity
Nov 27 TUESDAY	No Activity
Nov 28 WEDNESDAY	No Activity
Nov 29 THURSDAY	No Activity
Nov 30 FRIDAY	No Activity
Dec 1 SATURDAY	No Activity

REMARKS

SUMMARY: No Activity by the Contractor this week.

ANTICIPATED: Will continue wroking on the Semi-Final Estimate. Will submit semi-Final Estimate this week. This will be the last weekly report.

SIGNED Jerry C. Street LOCATION Portland
Jerry C. Street, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
March 5, 1979

FILE: NOTED
H. S. COULTER

George Hopkins

FROM: George Hopkins
Field Engineer (Structures)

TO: R. W. Ellison
Ass't Bridge Engineer

SUBJECT: Jantzen Beach Info Center
Pacific Highway
Multnomah County
Bridge #8687D
Additional Work

We have reviewed your letter of February 12, 1979, both within this office and with Marion Craft, Region I Construction Engineer.

After exploring all options, it appears that the prudent method of performing the work outlined in your letter is by letting another contract.

Please prepare the necessary documents and schedule the project to be awarded about the time this current contract is completed.

Marion Craft will work with you on any restrictions that should be included in the Special Provisions and also on the timing for advertising the project.

GH:mk

cc: H. S. Coulter ✓
Marion Craft
V. E. Skoog

RECEIVED
STATE HWY ENGR
MAR - 6 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8876

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. J. H. Versteeg
Head of Engineering

DATE: January 5, 1979

SUBJECT:

Jantzen Beach Info Center
Multnomah County
Pacific Highway (I-5)
Bridge 8687

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

NOTED
E. S. HUNTER

Enclosed is the Engineer's Estimate, Estimated Construction Authorization, and a list of anticipated items for Jantzen Beach Info Bldg. remodeling and installation of a new toilet building.

The anticipated item list also includes instructions as to priorities of these anticipated items. The amount of monies available for this work will depend on the bid amount of the contract. The total construction budget must not exceed $100,000.

GJB:dh
Enclosures

cc E. S. Hunter /w/ encl.
C. T. Keasey /w/ encl.
E. L. Hardt /w/ encl.
Jerry Street /w/ encl.
Maurice Payne /w/ encl.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 8 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

JANTZEN BEACH INFO CENTER

Building Remodeling
and
Construct Type 4 Toilet Building

Estimate of Contract Cost

Item No.			
1	Mobilization	L.S.	$ 8,000
2	Remodel Information Bldg.	L.S.	21,000
3	Construct Type 4 Toilet Bldg.	L.S.	52,500
	Estimated Contract Amount		$81,500

Section Jantzen Beach Info nter Progra ming Estimate $100,000

Highway Pacific Highway (I-5) Project Length ---

County Multnomah Completion Time May 1 - Remodel
June 1 - Toilet Bldg.

Kind of Work Const. Toilet Bldg. & Remodel Bldg.

Prefix 26-3944 FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 81,500

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees	$ 300	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished (see attached sheet)	4,900	$ 6,500
Install Water Meter		
Furnish Water & sewer hookup fee	1,300	
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 88,000
Contingencies (4-1/2%)		4,000
Engineering (%)		8,000
SUBTOTAL		$ -----
Credit for		
Estimated Net Authorization, Construction		$100,000

APPROVED

Road Design Engineer

JANTZEN BEACH INFORMATION CENTER

Anticipated items (state-furnished):

The following anticipated items to be done by State Force Order, Price Agreement or Extra Work Order in the priority listed using funds remaining in authorization after a contract is awarded. The Project Authorization shows $4,900 for these items. The actual amount available may vary from this depending on the actual amounts of the contract, permit fees, plus contingency and engineering allowances.

Orders for anticipated items should be executed immediately after contract award so that the work may be completed prior to the beginning of the tourist season

PRIORITY LIST

1.	Install Carpeting in Travel Info Area	$ 2,200
2.	Roofing, flashing and gutter repair	3,000
3.	Sidewalk ramps (State Forces)	1,000
4.	Signing (see Sign Plan) "Welcome to Oregon, directional signing, handicamp ramps and parking"	1,500
5.	Install carpeting (PUC Office)	3,200
6.	Exterior painting or stucco	2,400
7.	Lunchroom accessories	2,000
	Total of above	$ 15,300
Amount shown in Construction Authorization		$ 4,900

8876

9

STATE OF OREGON

INTERO CE MEMO

TO: Memo to the File

DATE: December 21, 1978

SUBJECT:

Jantzen Beach Info Center
Pacific Highway (I-5)
Multnomah County
Bridge 8687

Gordon J Ballard

FROM: Gordon J. Ballard
Supervising Structural
Design Engineer

A preliminary design conference was held in the Structural Design Section of DOT on November 28, 1978. The purpose of the meeting was to resolve some design problems and create priorities on the remodeling of the Jantzen Beach Info Center.

Those in attendance were

Victory Fryer	Travel Info Section
Frances Wolf	PUC
Jack Hopkins	PUC
Bill Isaac	Permits - Hwy. Div.
John Johnson	Structural Design - DOT
Gordon Ballard	Structural Design - DOT
R. W. Ellison	Structural Design - DOT

The meeting began with a discussion of the proposal by John Johnson. He cited the Project Authorization and the purpose of the project as outlined in the project request.

Robert Ellison explained the financing and our recent informal request for FHWA participation. This request was turned down. Therefore, we are left with a bottom line figure of $80,000 to be spent on the project.

Contact person for each participating agency was discussed. This was not resolved.

Bill Isaac of Highway Permits explained the reasons why PUC and Permits like the upstairs office overlooking the parking lot. This location enables them to check trucks easily from their desk. We explained the reasons for requesting their move to the first floor was for public access and handicapped requirements. The efficiency of having both operations on the first floor was discussed.

John Johnson explained that if the sidewalk that leads from the parking lot onto the Interstate Bridge is acceptable as a ramp to the second floor, then it is just a question of remodeling the existing toilet rooms to handicapped requirements. This can be accomplished easily.

NOTED
E. B. KLABOE

A discussion on where to put the public rest rooms was the next order of business. We had proposed an outside toilet building and confined the remodeling to toilet facilities for the staff on both floors. The question was asked if it would be cheaper to install public rest rooms in the building. John Johnson indicated that this was not desirable. It would preclude any additional use of the first floor other than public rest rooms and Travel Information remodel work required for public toilets within the building would be expensive.

It was indicated that 14,000 permits were issued last year out of this building. Ms Wolf said that PUC is unhappy with the parking situation, especially during the tourist season. The lot is over-crowded. We said that this is probably so, but it is beyond the scope of this project to correct that problem. Ms Wolf also said that PUC does not want to move downstairs. We conceded the point with reservation.

The priority list was next on the agenda with the limit of $80,000 to be the top cost of the project.

1. Outside, Type 4, concrete block toilet building and courtyard.
2. Movel Travel Info Office on the first floor.
3. Handicapped toilet rooms on both floors and repair plumbing.
4. Repair roof, flashing, and gutters.
5. Install signing on and around building.
6. PUC office carpeting.
7. Coffee room and accessories.
8. Exterior painting or stucco.
9. PUC storage room.
10. Refurbish all occupied office space with tile or carpets.
11. Courtyard landscaping, benches, drinking fountains, et cetera.

Revised preliminary plans will be sent out as soon as possible.

GJB:dh

Enclosure

cc All participants
F. B. Klaboe
E. S. Hunter

RECEIVED
DOT OPERATIONS
DEC 21 '78
REFER TO
FOR
Info | [illegible] | [illegible] | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the Files

DATE: December 19, 1978

SUBJECT:
Jantzen Beach Info Center
Bridge 8687
Statement of Design Proposal

John A. Johnson

FROM: John A. Johnson

Background - Project request 26-3944 dtd. July 26, 1977 requested by R. L. Schroeder and approved by H. S. Coulter July 27, 1977.

A. Upgrade directional and identification signing.

B. Construct public restroom facilities.

C. Expand the information center.

A budget of $100,000 is allotted under Rest Area Construction and Improvement (Program 1).

In addition to the above, directions were received to work with and satisfy the present occupants of the building, and to effect repairs as requested from District Maintenance Engineer.

State requirements for Fire and Life Safety and access for the handicapped should be met.

Preliminary Design Approval.

1. Construct a separate Type 4 Toilet Building designed to meet handicapped requirements.

2. Construct a landscaped court area with benches, drinking fountain, telephone designed to meet handicapped requirements.

3. Provide sidewalk ramps and handicapped parking spaces.

4. Remove steps or provide ramp for handicapped access into the office building.

5. Remodel first floor restrooms to be used by employees only to handicapped standards.

6. Relocate Travel Info to the first floor north end of the building into larger space. Install counter separation and carpeting.

7. Relocate PUC to the first floor south end of the building into equal space as they presently occupy on the second floor. Enlarge windows facing parking lot. Install counter through partition which would enlarge the public space and use the back rooms more efficiently. Install carpeting.

8. Remodel and repair the second floor restrooms to handicapped standards. Occupancy of the second floor by tenants not interfacing so directly with the public was intended. Handicapped access to the second floor would be by walk ramp south of the building. No change to the stairway between floors was proposed.

9. Repair roof leaks. Replace third floor flashing and patch roof. Reline existing gutters.

10. Stucco (Marblecrete) the exterior of the building within limits shown and paint the remainder.

On November 28, 1978 a preliminary design review was held with the parties involved. The substance of this meeting is detailed in a report by Gordon Ballard. The committee action is reflected in the final design proposal which follows.

Final Design Proposal (Brief Form)

1. Construct Type 4 Toilet Building.

2. Construct court benches, fountain, telephone.

3. Provide ramps and parking spaces.

4. Provide ramp to first floor.

5. Remodel first floor restrooms.

6. Relocate Travel Info to north end.

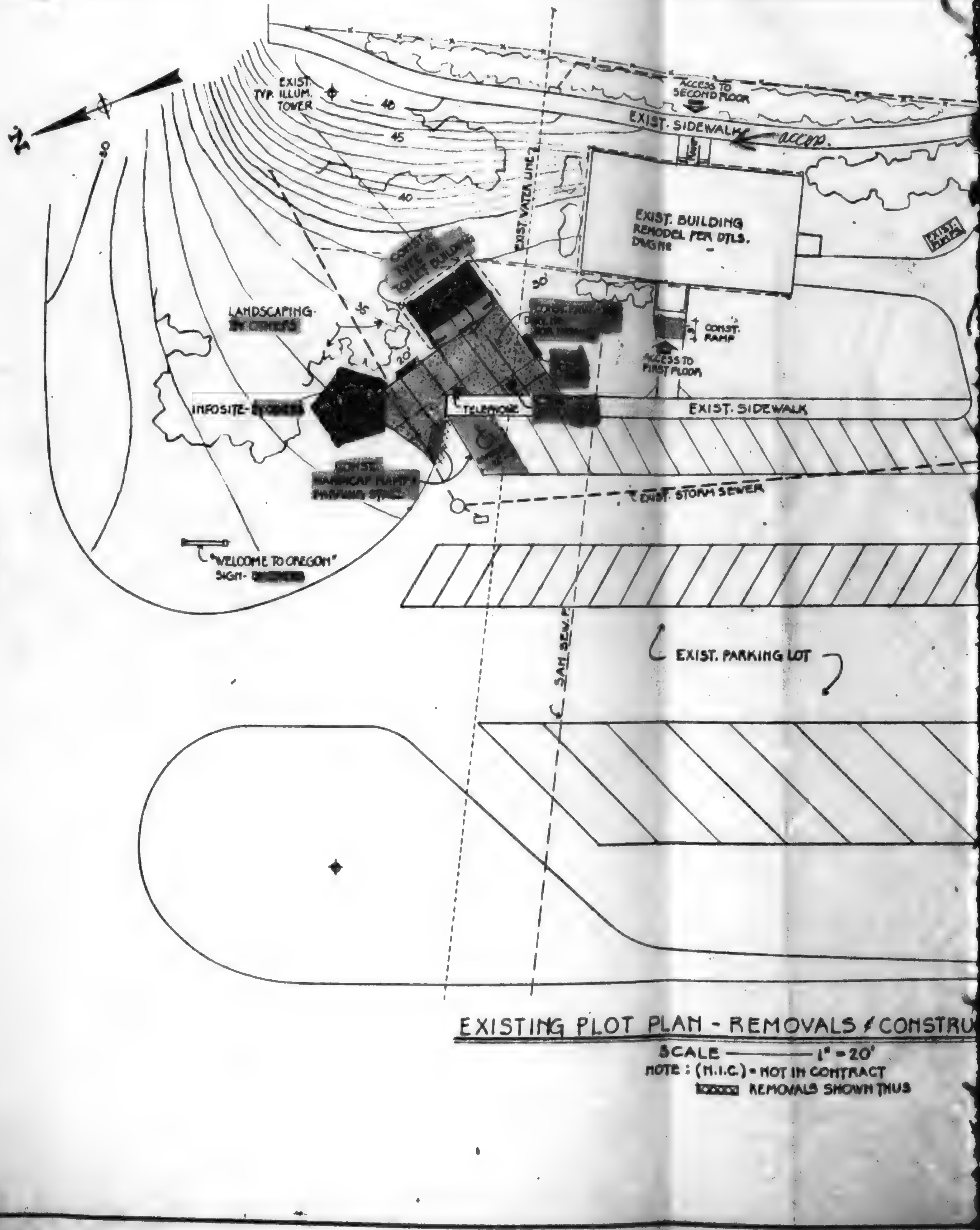
7. PUC has elected to stay on the second floor, so all work proposed on the south end of the first floor is now designated N.I.C.

8. Remodel second floor restrooms.

9. Replace flashing - reline gutters.

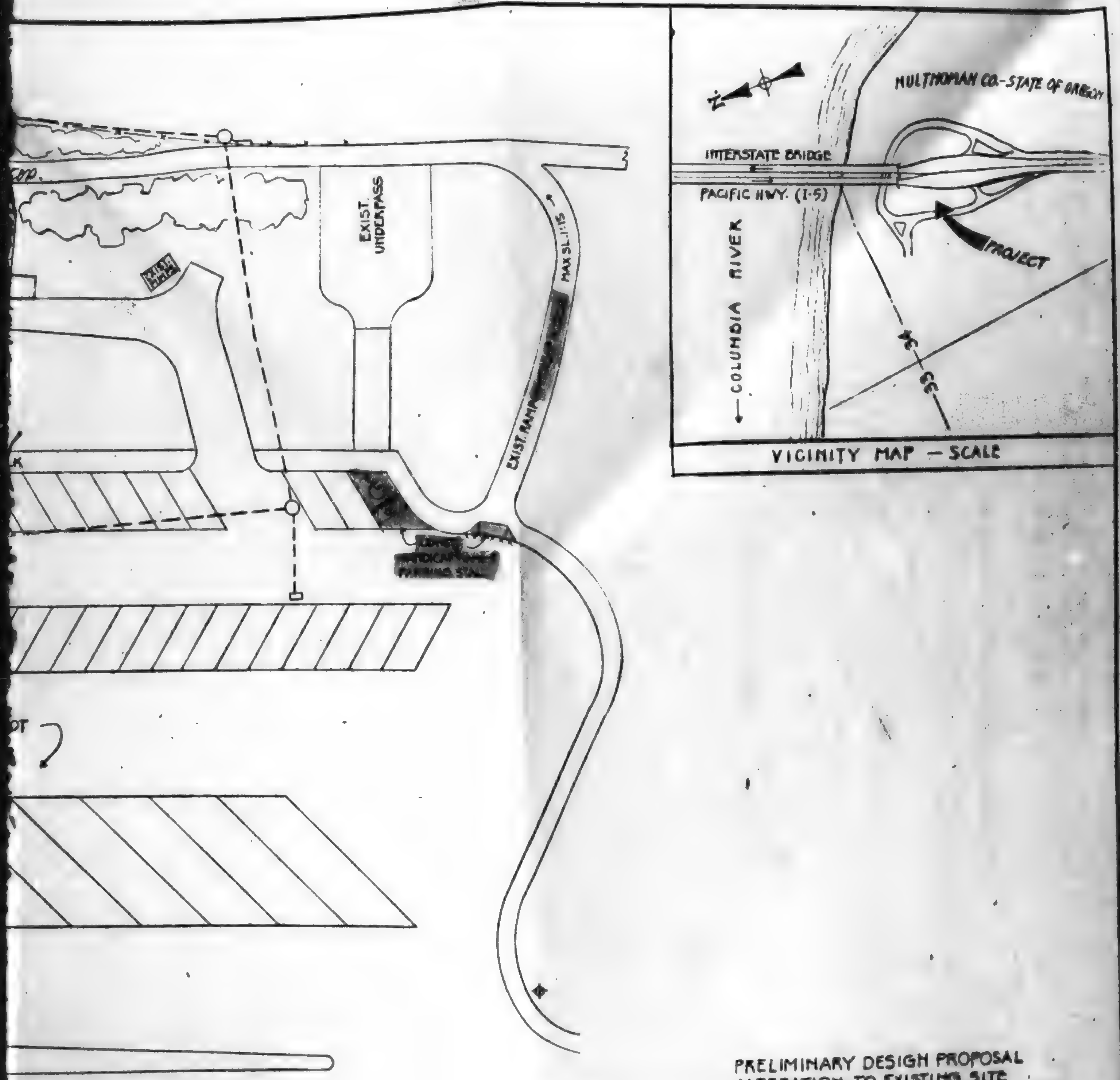
10. Additional items as budget allows.

JAJ:dh


N
EXIST. TYP. ILLUM. TOWER
40
45
40
30
35
20
30
ACCESS TO SECOND FLOOR
EXIST. SIDEWALK
accop.
EXIST. WATER LINE
EXIST. BUILDING REMODEL PER DTLS. DWG No -
CONST. TYPE 4? TOILET BUILDING
LANDSCAPING BY OWNERS
CONST. RAMP
ACCESS TO FIRST FLOOR
INFOSITE-BY OWNERS
TELEPHONE
EXIST. SIDEWALK
CONST. HANDICAP RAMP & PARKING STALL
EXIST. STORM SEWER
"WELCOME TO OREGON" SIGN-
SAN SEW.
EXIST. PARKING LOT

EXISTING PLOT PLAN - REMOVALS & CONSTRU

SCALE ——— 1" = 20'
NOTE: (N.I.C.) = NOT IN CONTRACT
▨ REMOVALS SHOWN THUS


EXIST. UNDERPASS
MAX SL. 1:15
EXIST. RAMP
OT
MULTNOMAH CO.-STATE OF OREGON
INTERSTATE BRIDGE
PACIFIC HWY. (I-5)
COLUMBIA RIVER
PROJECT
VICINITY MAP — SCALE

PRELIMINARY DESIGN PROPOSAL
ALTERATION TO EXISTING SITE

OVALS & CONSTRUCT
— 1" = 20'
IN CONTRACT
VALS SHOWN THUS

APPROVED:
BRIDGE ENGINEER
DESIGNED JAJ
DRAWN LG-JAJ.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

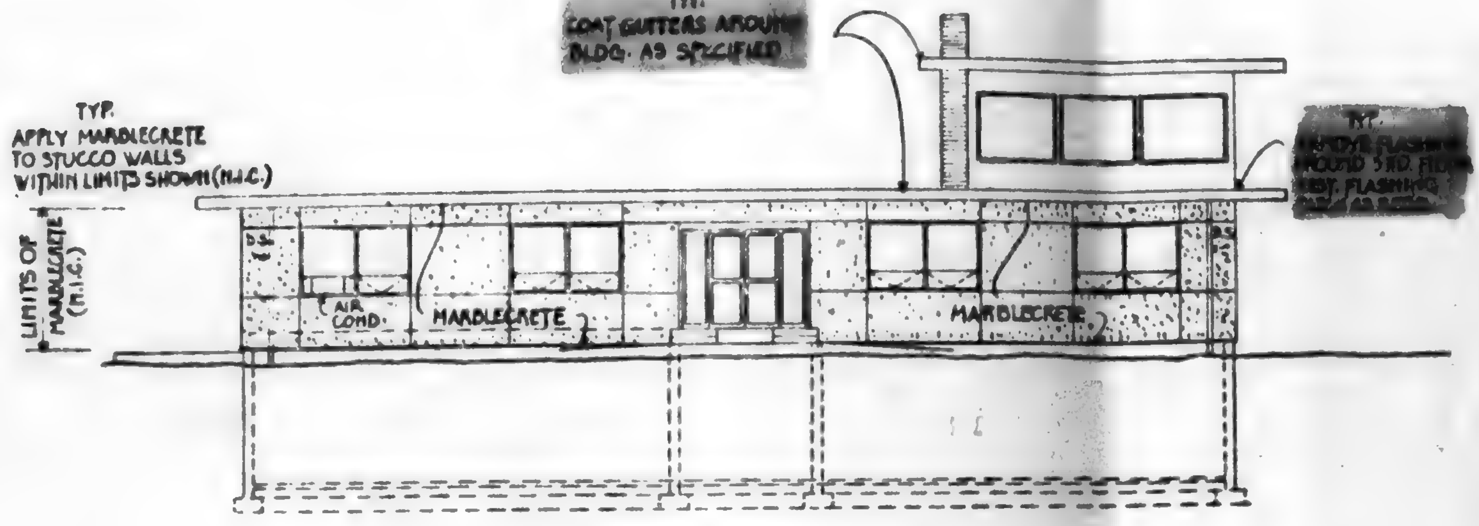
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

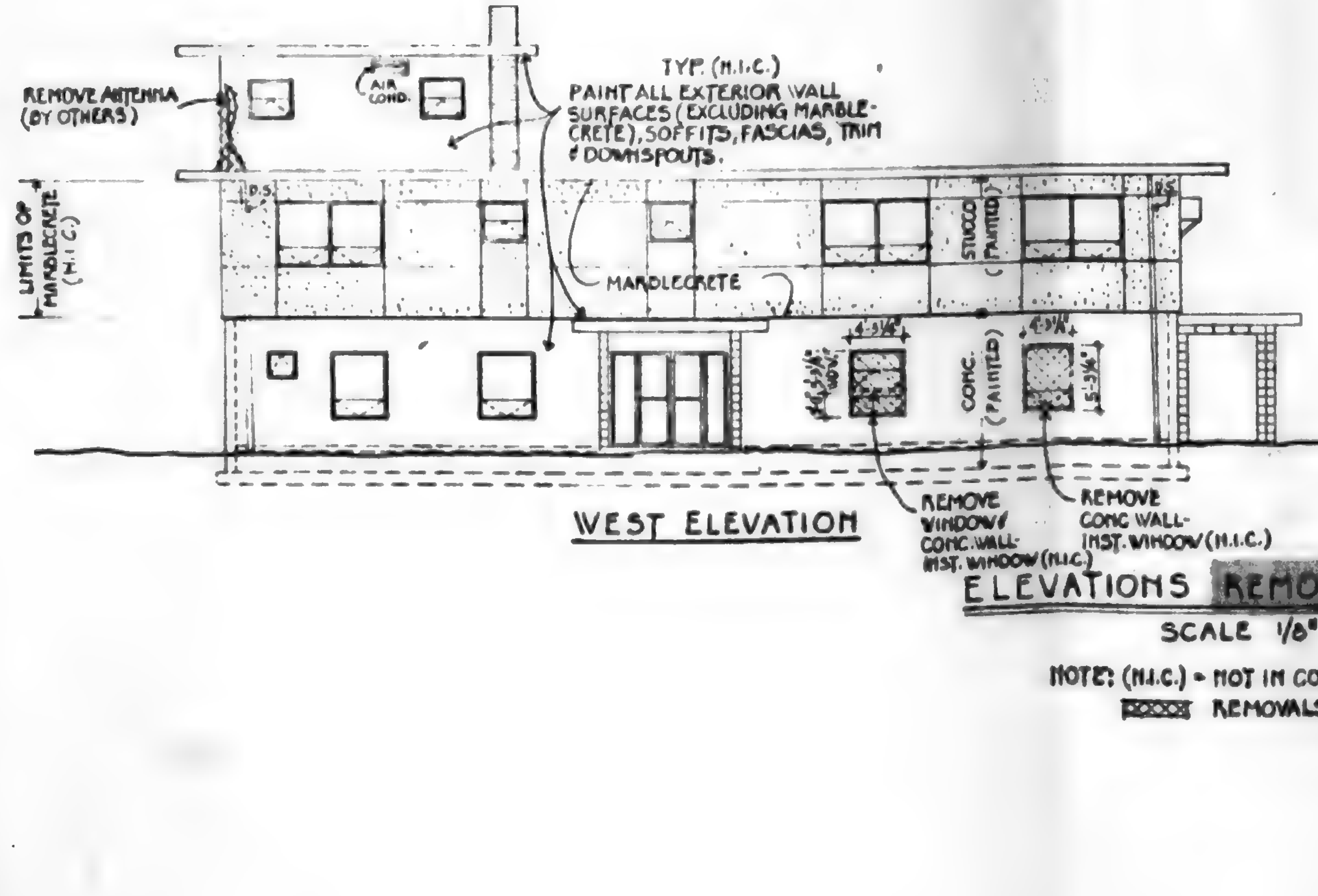
JANTZEN BEACH INFO. CENTER
PACIFIC HIGHWAY-(I-5)
MULTNOMAH COUNTY

PLOT PLAN

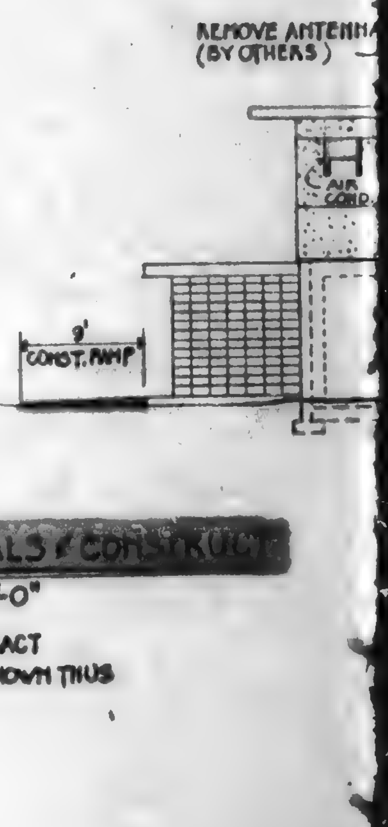
DATE Nov. 1978
BRIDGE NO. 8687
SHEET 1 OF
DRAWING NO.


TYP.
COAT GUTTERS AROUND
BLDG. AS SPECIFIED
TYP.
APPLY MARBLECRETE
TO STUCCO WALLS
WITHIN LIMITS SHOWN (N.I.C.)
TYP.
FLASHING
AROUND 2ND. FL
INST. FLASHING
LIMITS OF MARBLECRETE (N.I.C.)
D.S.
AIR COND.
MARBLECRETE
MARBLECRETE

EAST ELEVATION


REMOVE ANTENNA
(BY OTHERS)
AIR COND.
TYP. (N.I.C.)
PAINT ALL EXTERIOR WALL
SURFACES (EXCLUDING MARBLE-
CRETE), SOFFITS, FASCIAS, TRIM
& DOWNSPOUTS.
LIMITS OF MARBLECRETE (N.I.C.)
D.S.
D.S.
STUCCO (PAINTED)
MARBLECRETE
4'-5¼"
4'-5¼"
CONC. (PAINTED)
5'-5¼"
REMOVE
WINDOW/
CONC. WALL-
INST. WINDOW (N.I.C.)
REMOVE
CONC. WALL-
INST. WINDOW (N.I.C.)

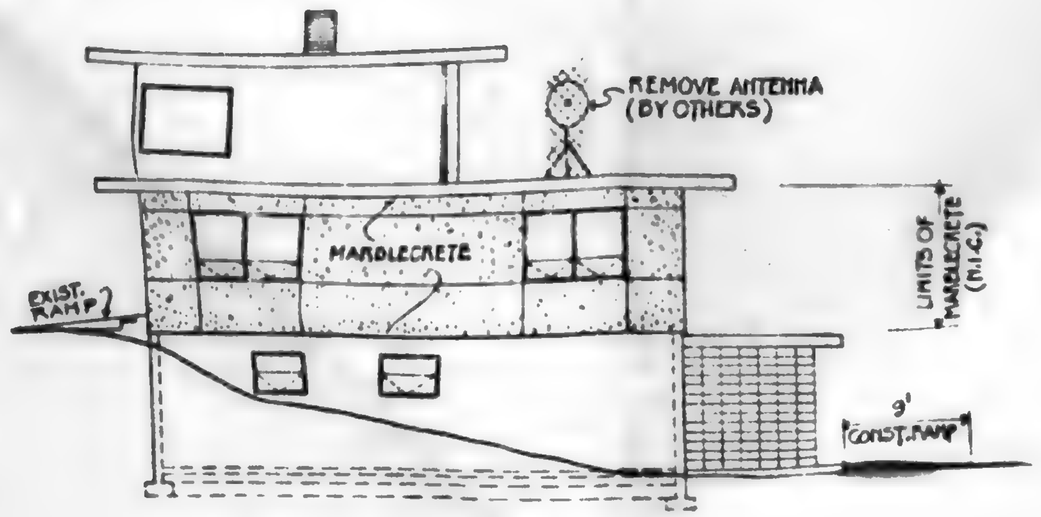
WEST ELEVATION


REMOVE ANTENNA
(BY OTHERS)
AIR COND.
9'
CONST. RAMP

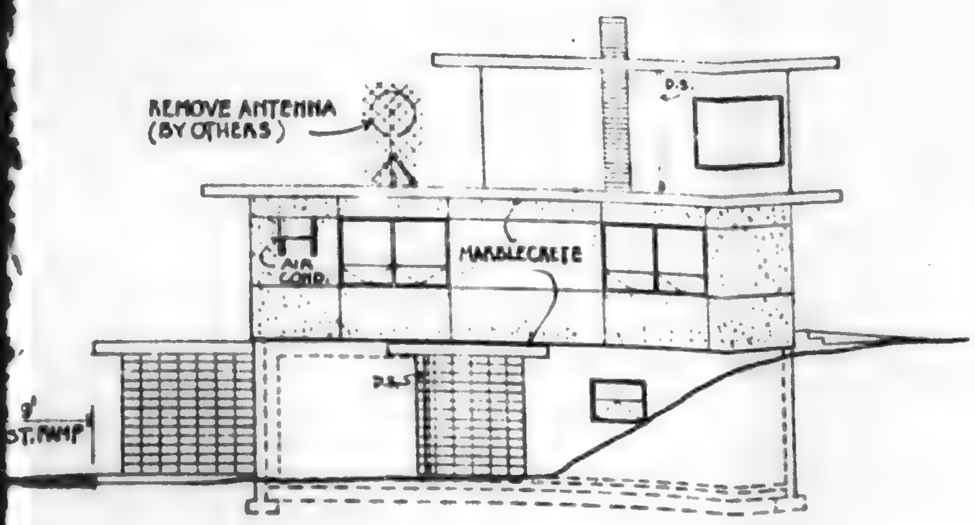
ELEVATIONS REMOVALS & CONSTRUCT

SCALE 1/8" = 1'-0"

NOTE: (N.I.C.) = NOT IN CONTRACT
▨ REMOVALS SHOWN THUS


REMOVE ANTENNA (BY OTHERS)
MARBLECRETE
EXIST. RAMP
LIMITS OF MARBLECRETE (N.I.C.)
9'
CONST. RAMP

NORTH ELEVATION


REMOVE ANTENNA (BY OTHERS)
D.S.
AIR COND.
MARBLECRETE
D.S.
9'
ST. RAMP
LIMITS OF MARBLECRETE (N.I.C.)

SOUTH ELEVATION

CONSTRUCT

THUS

ALTERATION TO EXISTING BUILDING

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

JANTZEN BEACH INFO. CENTER
PACIFIC HIGHWAY-(I-5)
MULTNOMAH COUNTY

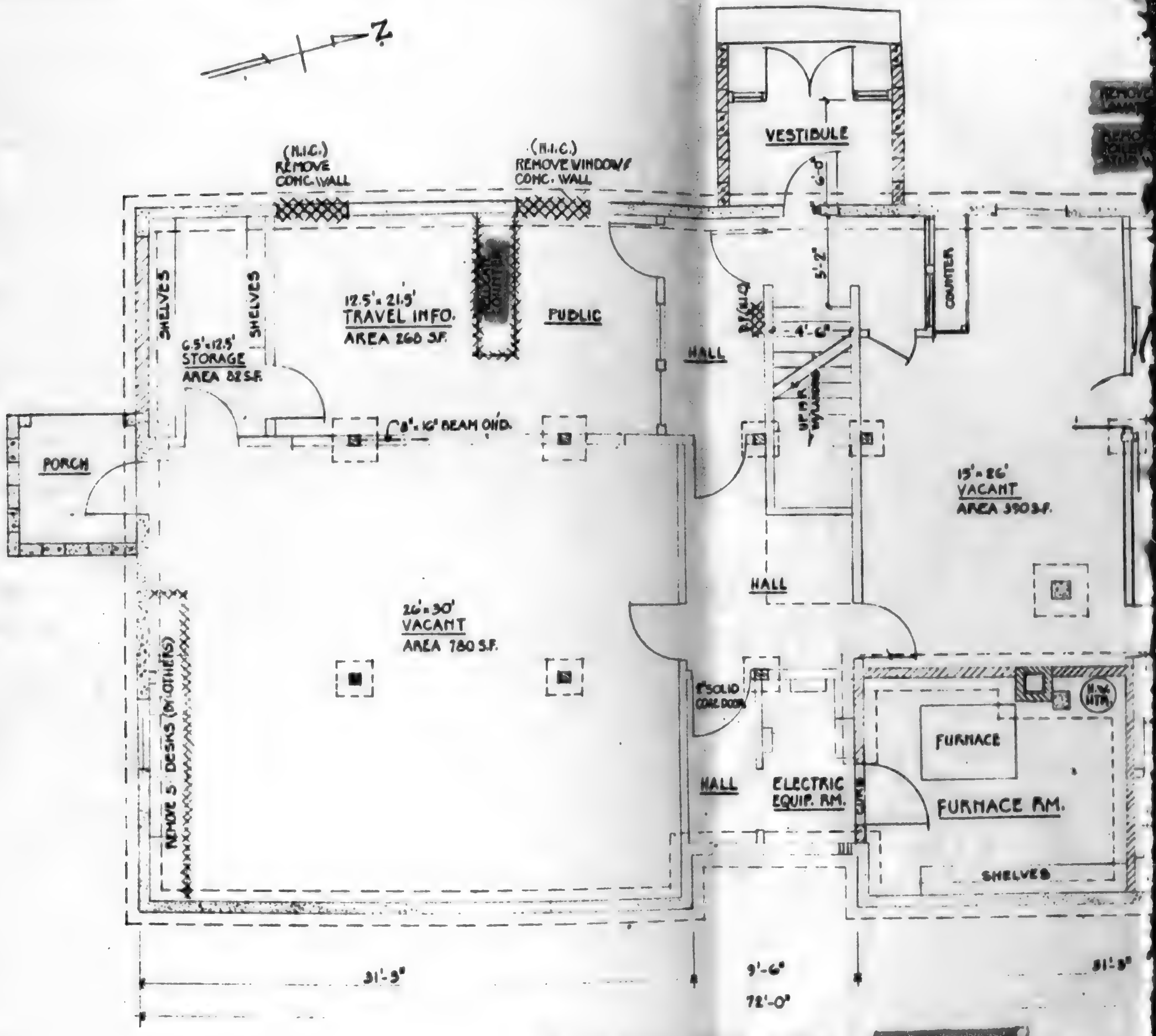
ELEVATIONS

APPROVED:

BRIDGE ENGINEER
DESIGNED JAJ
DRAWN LG-JAJ
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

DATE Nov. 1978
BRIDGE NO. 8687
SHEET 2 OF
DRAWING NO.

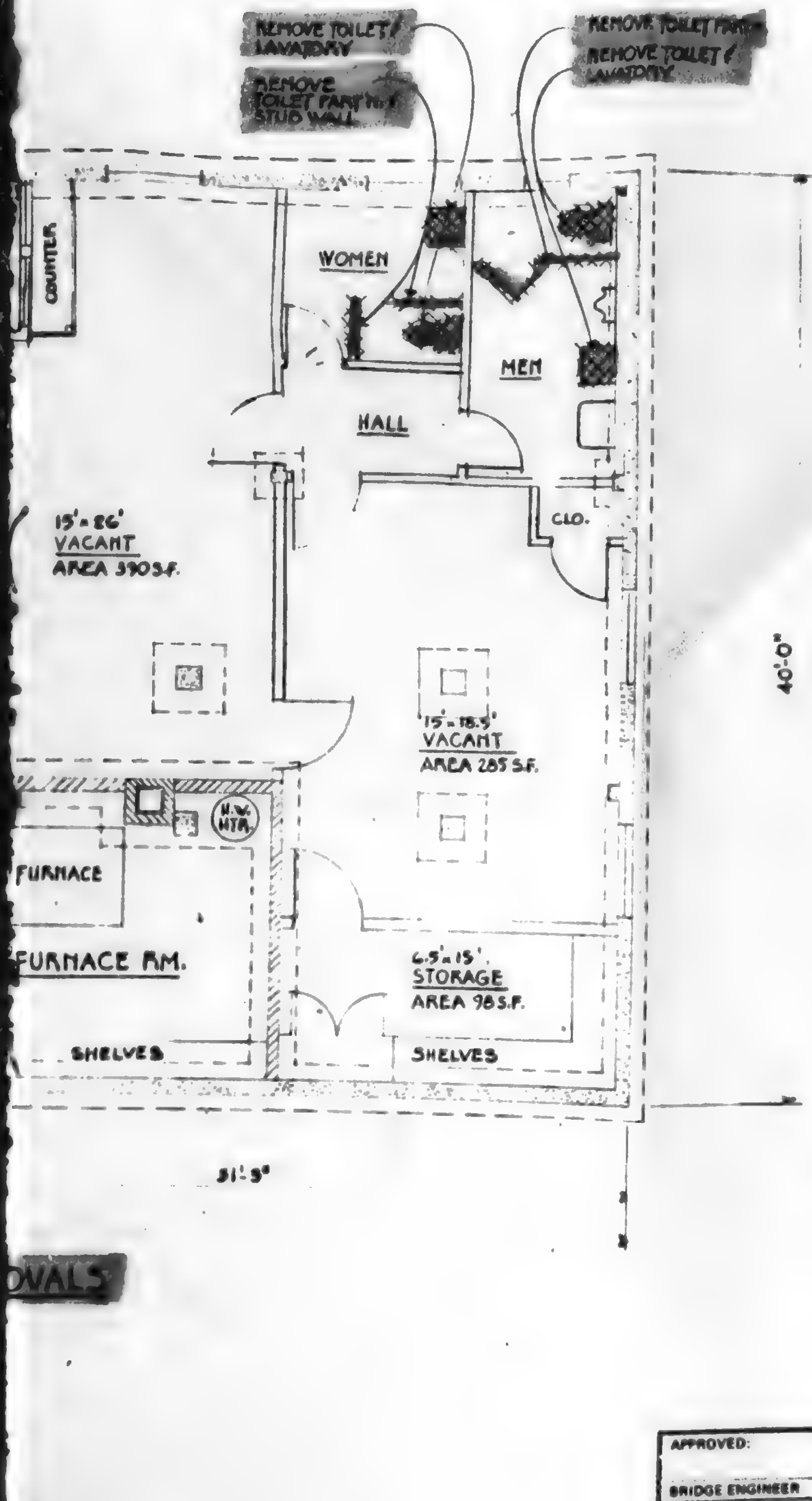

N
(N.I.C.)
REMOVE
CONC. WALL
(N.I.C.)
REMOVE WINDOW/
CONC. WALL
VESTIBULE
6'-0"
5'-2"
COUNTER
4'-6"
SHELVES
SHELVES
6.5' x 12.5'
STORAGE
AREA 82 S.F.
12.5' x 21.5'
TRAVEL INFO.
AREA 260 S.F.
PUBLIC
HALL
UP
8" x 16" BEAM O/HD.
PORCH
15' x 26'
VACANT
AREA 390 S.F.
HALL
26' x 30'
VACANT
AREA 780 S.F.
REMOVE 5 DESKS (BY OTHERS)
2" SOLID CORE DOOR
HALL
ELECTRIC
EQUIP. RM.
FURNACE
FURNACE RM.
SHELVES
31'-3"
9'-6"
31'-3"
72'-0"

EXISTING FIRST FLOOR — REMOVALS

SCALE ——— 1/4" = 1'-0"

NOTE: (N.I.C.) = NOT IN CONTRACT

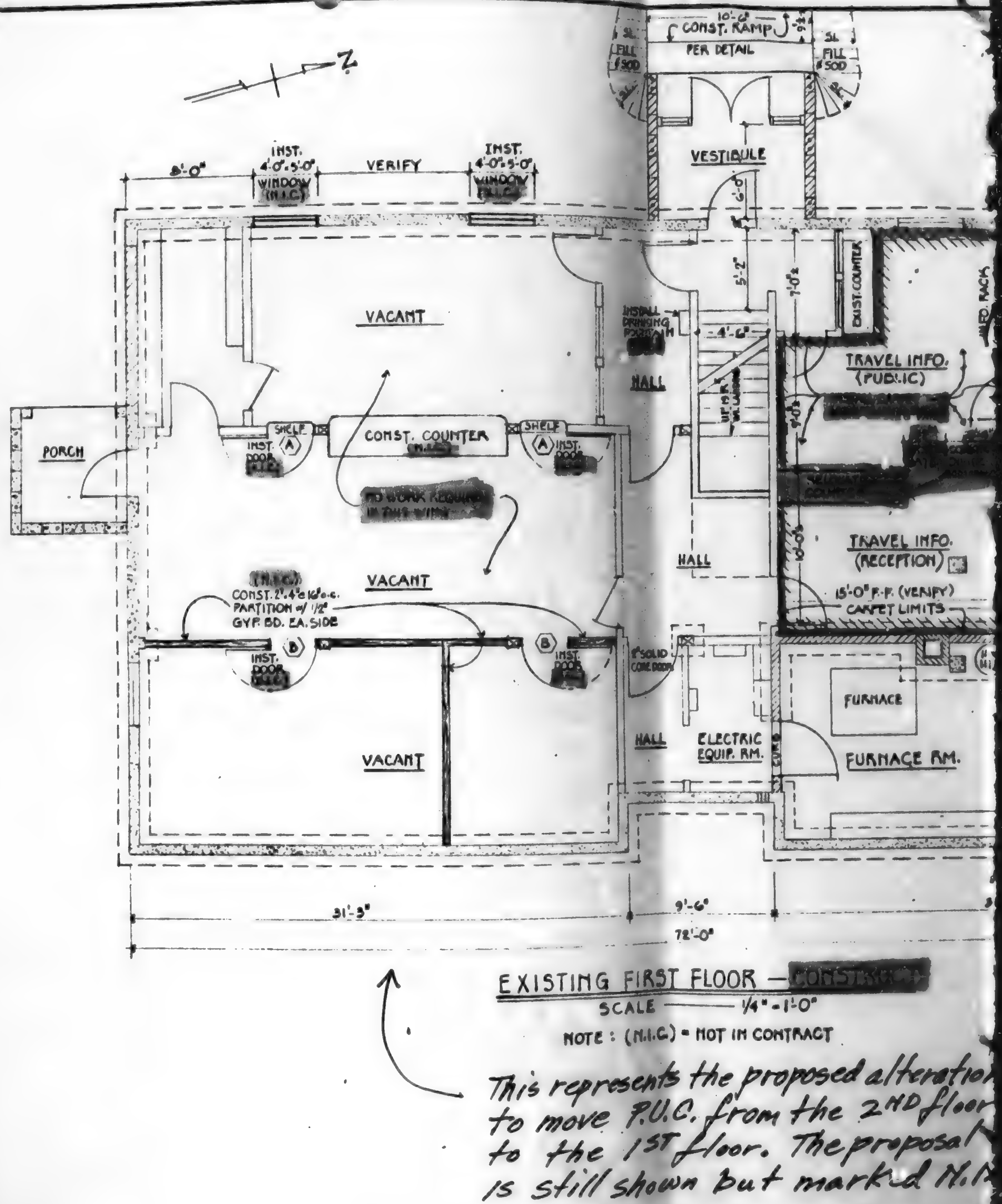
▨ REMOVALS SHOWN THUS



REMOVE TOILET / LAVATORY
REMOVE TOILET PART'N & STUD WALL
REMOVE TOILET PART'N
REMOVE TOILET & LAVATORY
COUNTER
WOMEN
MEN
HALL
CLO.
15'×26' VACANT AREA 390 S.F.
15'×18.5' VACANT AREA 285 S.F.
H.W. HTR.
FURNACE
FURNACE RM.
6.5'×15' STORAGE AREA 98 S.F.
SHELVES
SHELVES
40'-0"
31'-9"
OVALS

PRELIMINARY DESIGN PROPOSAL
ALTERATION TO EXISTING BUILDING.

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK	JANTZEN BEACH INFO. CENTER PACIFIC HIGHWAY-(I-5) MULTNOMAH COUNTY
DATE / REVISION	FIRST FLOOR (BASEMENT) PLAN
	DATE Nov. 1976 BRIDGE NO. 8687
	SHEET 3 OF DRAWING NO.

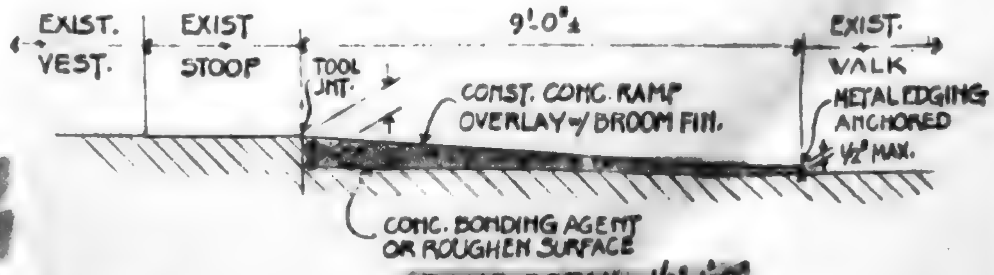

N
10'-0"
CONST. RAMP
PER DETAIL
SL FILL & SOD
SL FILL & SOD
VESTIBULE
8'-0"
INST. 4'-0"x5'-0" WINDOW
VERIFY
INST. 4'-0"x5'-0" WINDOW
VACANT
5'-2"
7'-0"
INSTALL DRINKING FOUNTAIN
4'-6"
EXIST. COUNTER
INFO. RACK
HALL
TRAVEL INFO. (PUBLIC)
PORCH
SHELF
CONST. COUNTER
SHELF
INST. DOOR
INST. DOOR
HALL
TRAVEL INFO. (RECEPTION)
10'-0"
15'-0" F.F. (VERIFY)
CARPET LIMITS
VACANT
CONST. 2"x4" @ 16" o.c. PARTITION w/ 1/2" GYP. BD. EA. SIDE
INST. DOOR
INST. DOOR
1 3/4" SOLID CORE DOOR
FURNACE
VACANT
HALL
ELECTRIC EQUIP. RM.
FURNACE RM.
31'-3"
9'-6"
72'-0"

EXISTING FIRST FLOOR — [redacted]

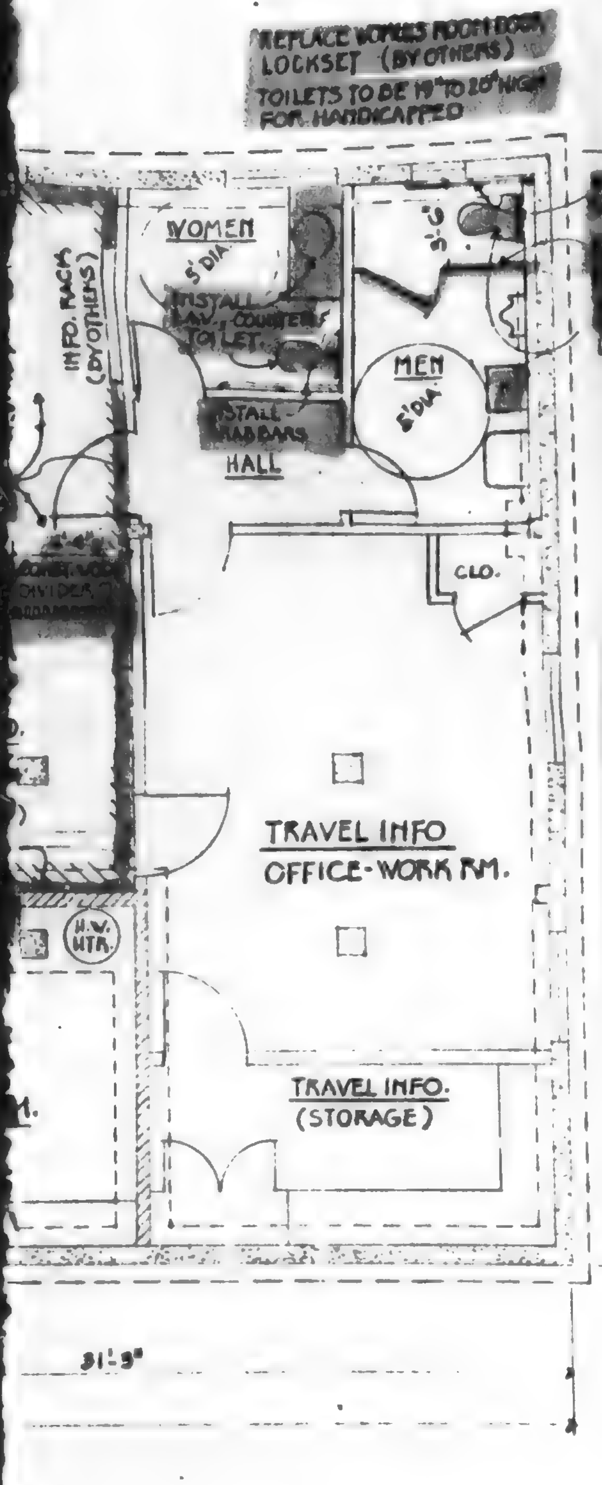
SCALE — 1/4" - 1'-0"

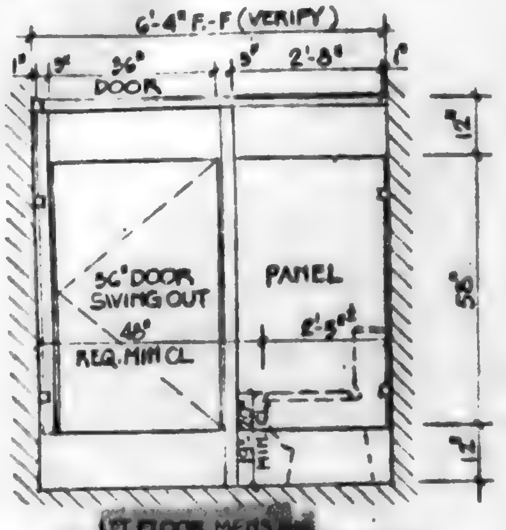
NOTE : (N.I.C.) = NOT IN CONTRACT

*This represents the proposed alteratio
to move P.U.C. from the 2ND floor
to the 1ST floor. The proposal
is still shown but marked N.I.*

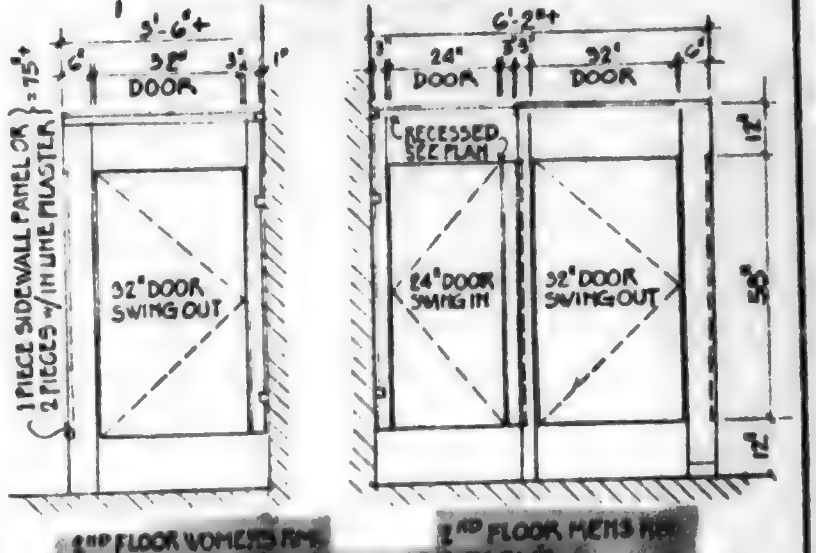

EXIST. VEST.
EXIST STOOP
9'-0"±
EXIST. WALK
TOOL JNT.
CONST. CONC. RAMP OVERLAY W/ BROOM FIN.
METAL EDGING ANCHORED 1/2" MAX.
CONC. BONDING AGENT OR ROUGHEN SURFACE

RAMP DETAIL 1/2"=1'-0"


REPLACE WOMENS ROOM DOOR LOCKSET (BY OTHERS)
TOILETS TO BE 19" TO 20" HIGH FOR HANDICAPPED
WOMEN
5' DIA.
INSTALL LAV. COUNTER & TOILET
INSTALL GRAB BARS
INSTALL GRAB BARS
INSTALL TOILET PARTITION
INSTALL TOILET
MEN
5' DIA.
3'-6"
INFO. RACK (BY OTHERS)
HALL
CLO.
TRAVEL INFO
OFFICE-WORK RM.
H.W. HTR.
TRAVEL INFO.
(STORAGE)
40'-0"
31'-5"


6'-4" F.-F. (VERIFY)
1"
36"
DOOR
2'-8"
1"
12"
36" DOOR SWING OUT
48" REQ. MIN. CL.
PANEL
58"
12"

1ST FLOOR MENS RM.
TOILET PARTITION ELEV.
SCALE 1/2"=1'-0"


3'-6"+
32"
DOOR
1"
6'-2"+
24"
DOOR
32"
DOOR
1 PIECE SIDEWALL PANEL OR 2 PIECES W/ IN LINE PILASTER = 75"±
32" DOOR SWING OUT
RECESSED SEE PLAN
24" DOOR SWING IN
32" DOOR SWING OUT
12"
58"
12"

2ND FLOOR WOMENS RM.
2ND FLOOR MENS RM.
TOILET PARTITION ELEVS.
SCALE 1/2"=1'-0"
NOTE: SEE FLOOR PLANS FOR LAYOUT

PRELIMINARY DESIGN PROPOSAL
ALTERATION TO EXISTING BUILDING.

tion
loor
al
Y.I.C.

APPROVED:
BRIDGE ENGINEER
DESIGNED JAJ
DRAWN JAJ
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

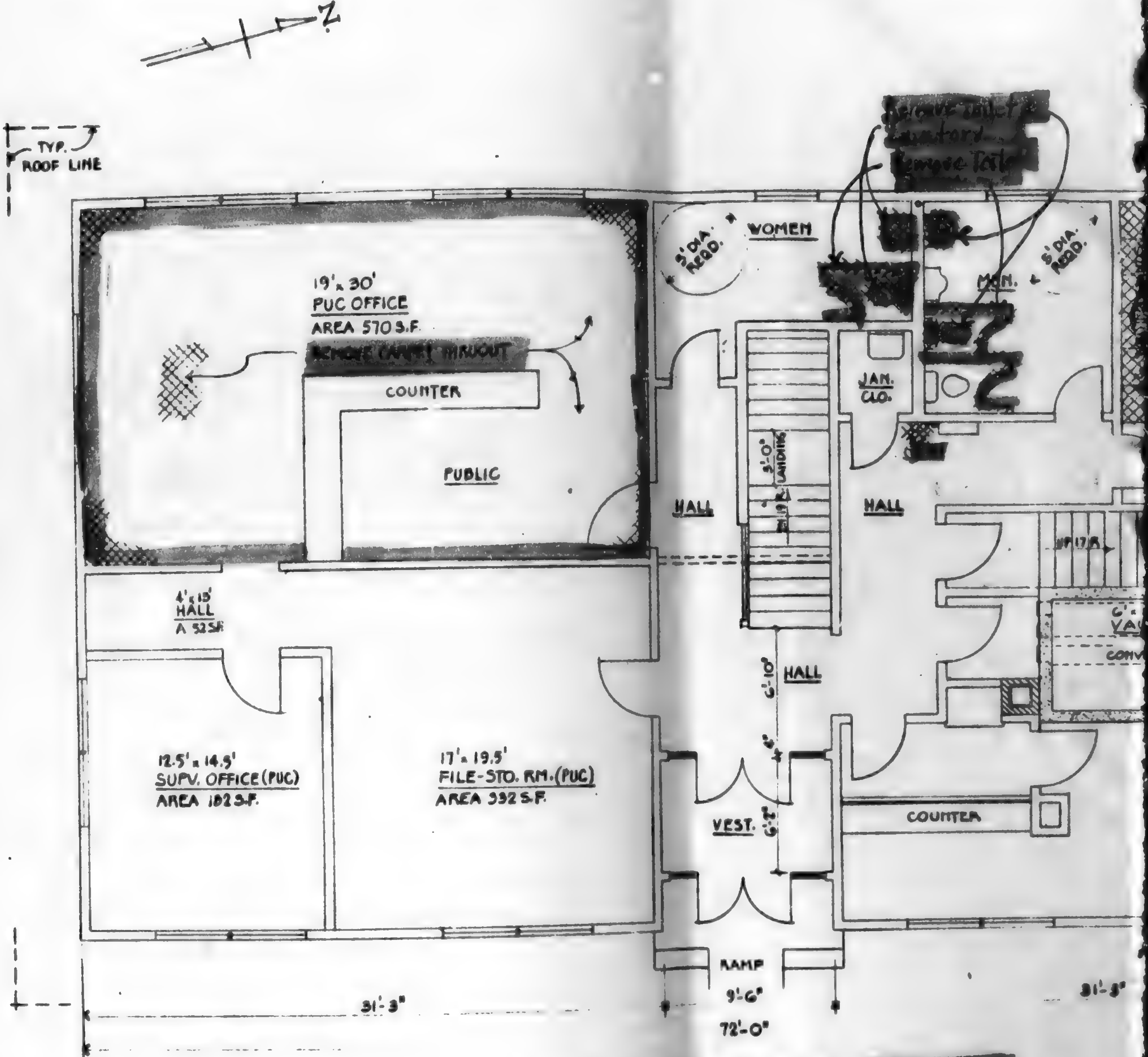
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

JANTZEN BEACH INFO. CENTER
PACIFIC HIGHWAY-(I-5)
MULTNOMAH COUNTY

FIRST FLOOR (BASEMENT) PLAN

DATE NOV. 1978
SHEET 4 OF
BRIDGE NO. 8687
DRAWING NO.

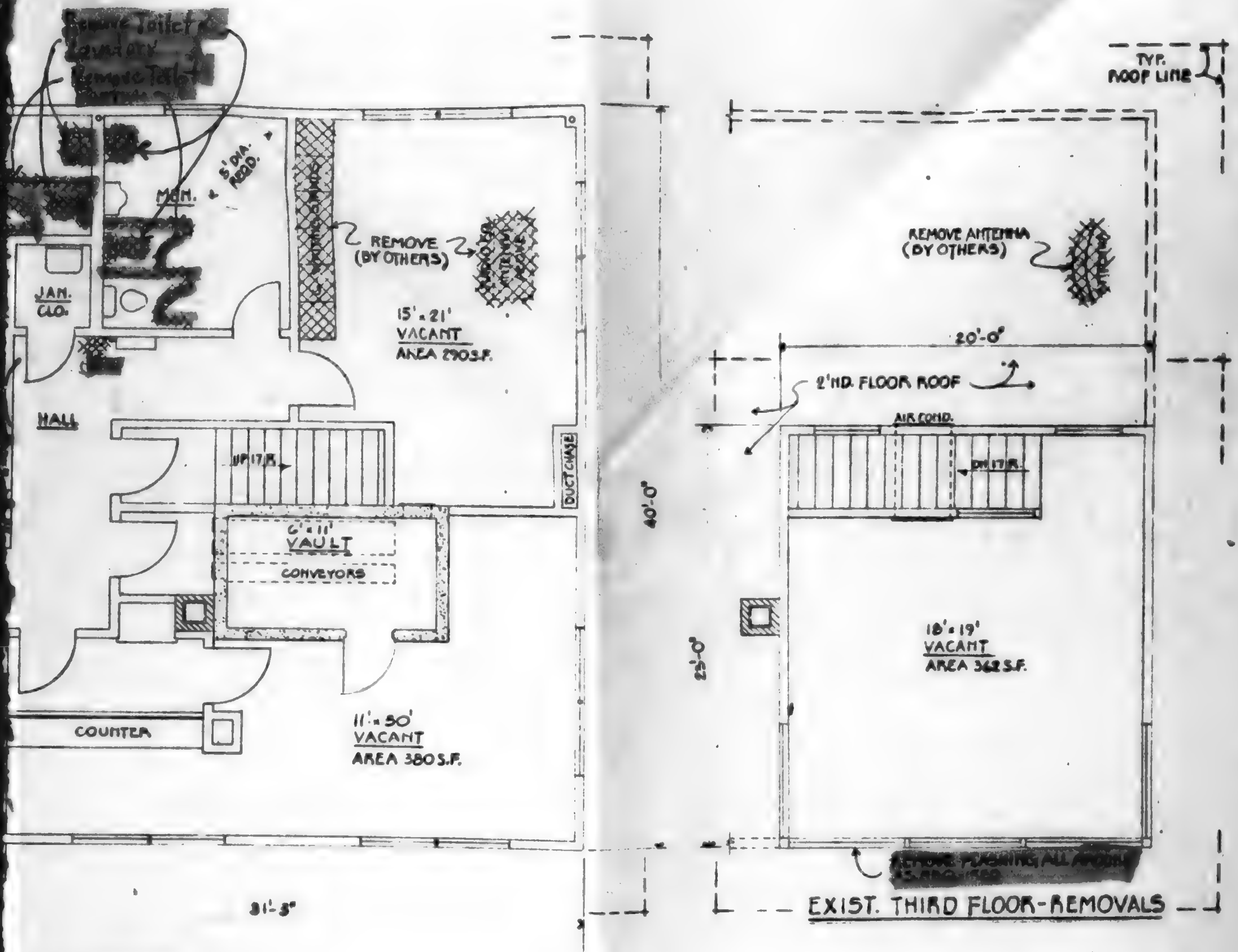

N
TYP. ROOF LINE
19' x 30'
PUC OFFICE
AREA 570 S.F.
REMOVE CARPET THRUOUT
COUNTER
PUBLIC
4' x 13'
HALL
A 52 S.F.
12.5' x 14.5'
SUPV. OFFICE (PUC)
AREA 182 S.F.
17' x 19.5'
FILE-STO. RM. (PUC)
AREA 332 S.F.
Remove toilet &
Lavatory
Remove Toilet
5' DIA. REQD.
WOMEN
MEN
5' DIA. REQD.
JAN. CLO.
HALL
HALL
9'-0" LANDING
UP 19 R
HALL
6'-10"
VEST.
6'-2"
COUNTER
UP 17 R
CONV.
RAMP
9'-6"
72'-0"
31'-3"
31'-3"

EXISTING SECOND FLOOR - REMOVALS

SCALE —— 1/4" = 1'-0"

NOTE: (N.I.C.) - NOT IN CONTRACT

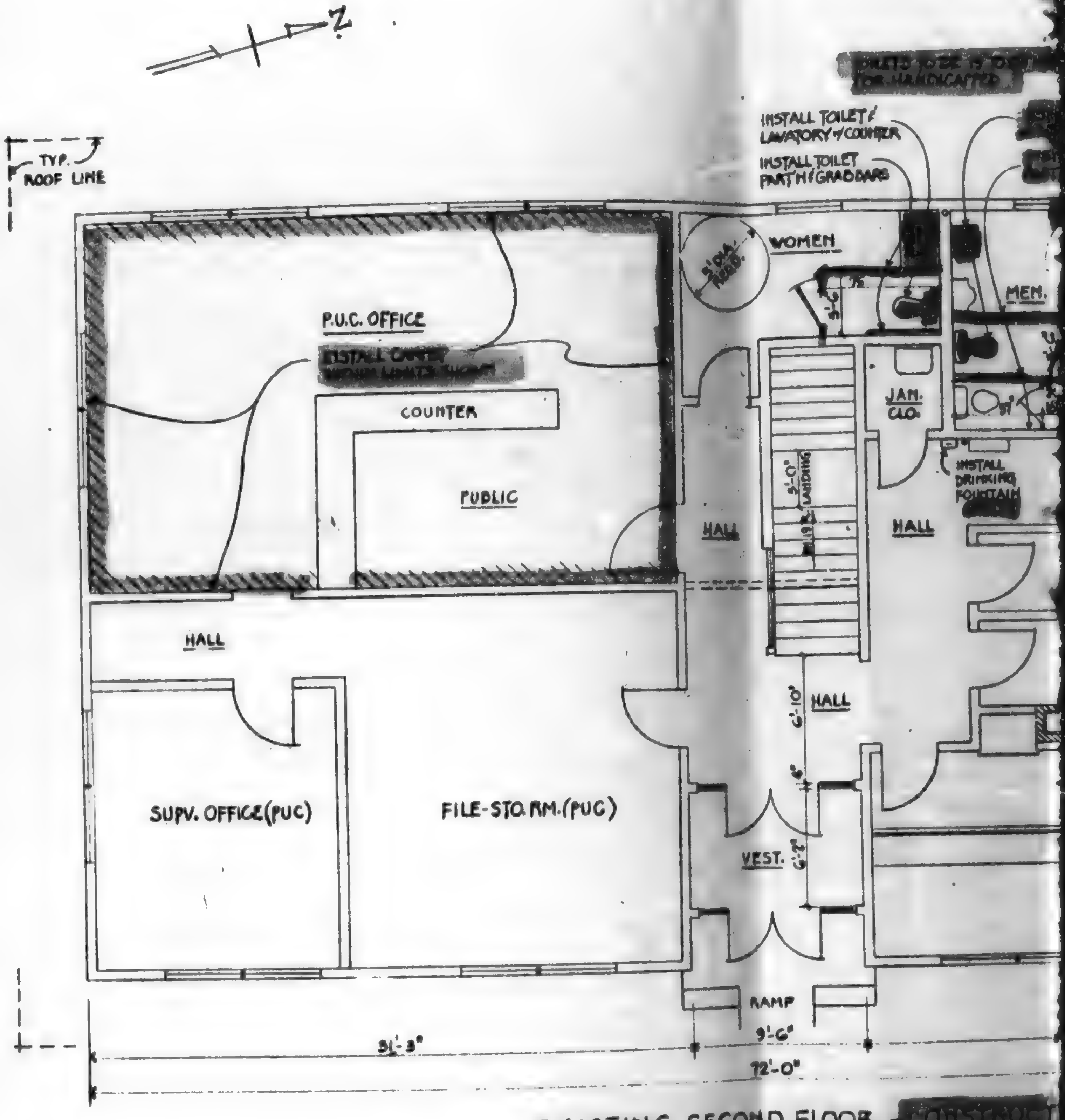
▨ REMOVALS SHOWN THUS


Remove Toilet & Lavatory
Remove Toilet
MEN.
5' DIA. REQD.
REMOVE (BY OTHERS)
JAN. CLO.
HALL
UP 17 R.
15'×21'
VACANT
AREA 290 S.F.
DUCT CHASE
40'-0"
6'×11'
VAULT
CONVEYORS
COUNTER
11'×30'
VACANT
AREA 380 S.F.
31'-3"
25'-0"
TYP. ROOF LINE
REMOVE ANTENNA (BY OTHERS)
20'-0"
2'ND. FLOOR ROOF
AIR COND.
DN 17 R.
18'×19'
VACANT
AREA 362 S.F.
REMOVE FLASHING ALL AROUND AS REQUIRED
EXIST. THIRD FLOOR-REMOVALS

-REMOVALS
1'-0"
ACT
HOWN THUS

PRELIMINARY DESIGN PROPOSAL
ALTERATION TO EXISTING BUILDING

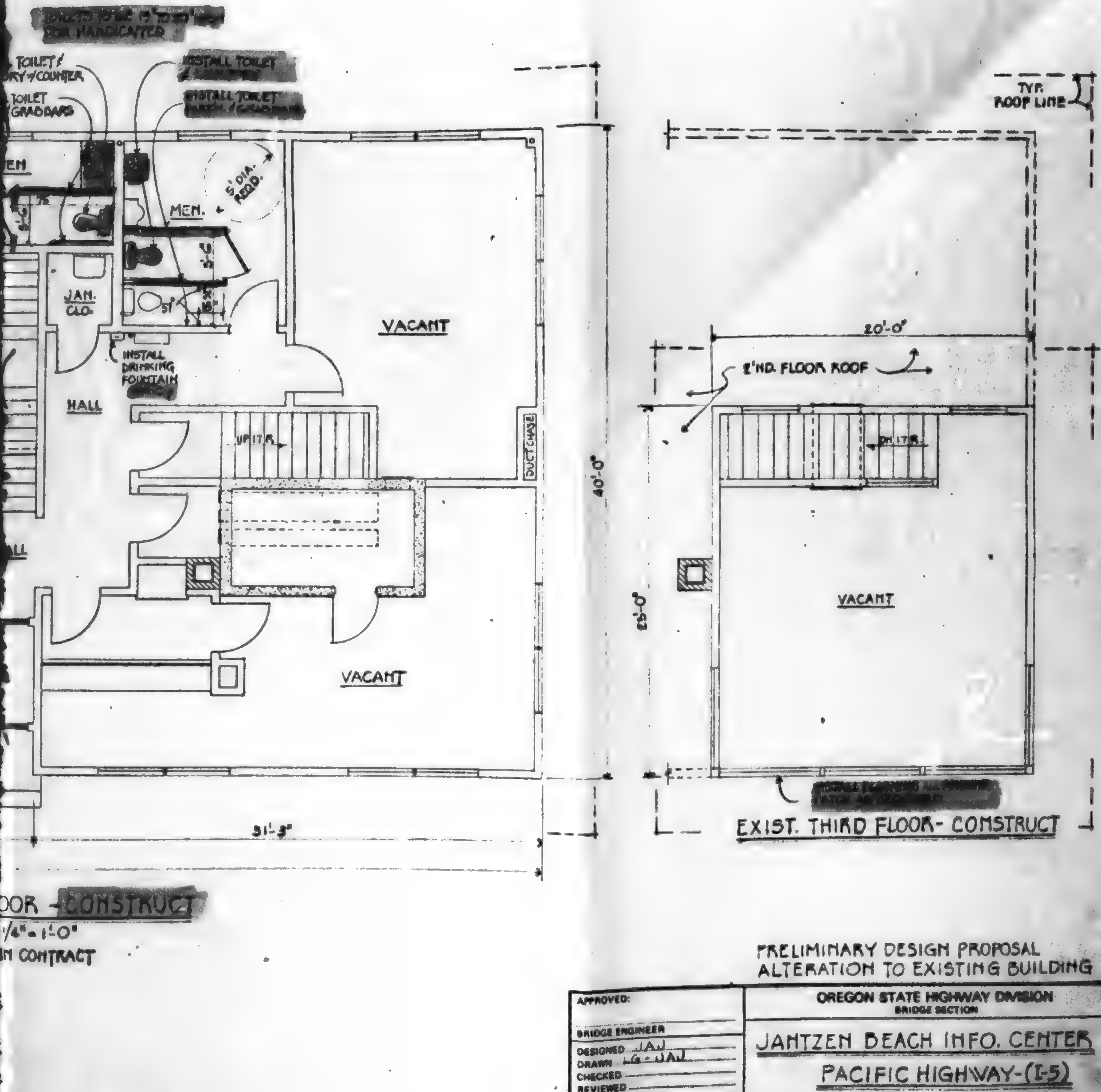
APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED JAJ DRAWN LG-JAJ CHECKED REVIEWED REVIEWED CALC. BOOK	JANTZEN BEACH INFO. CENTER PACIFIC HIGHWAY-(I-5) MULTNOMAH COUNTY
DATE / REVISION	SECOND & THIRD FLOOR PLAN
	DATE Nov. 1978 — SHEET 3 OF BRIDGE NO. 8687 — DRAWING NO.


N
TYP. ROOF LINE
P.U.C. OFFICE
INSTALL CARPET WITHIN LIMITS SHOWN
COUNTER
PUBLIC
HALL
SUPV. OFFICE (PUC)
FILE-STO. RM. (PUC)
WOMEN
5' DIA. REQD.
3'-6"
MEN.
JAN. CLO.
HALL
LANDING
5'-0"
10 R.
HALL
INSTALL DRINKING FOUNTAIN
HALL
6'-10"
4"
VEST.
6'-2"
RAMP
31'-3"
9'-6"
72'-0"
TOILETS TO BE ... FOR HANDICAPPED
INSTALL TOILET & LAVATORY & COUNTER
INSTALL TOILET PARTN & GRABBARS

EXISTING SECOND FLOOR - CONSTRUCT

SCALE — 1/4" = 1'-0"

NOTE: (N.I.C.) = NOT IN CONTRACT


TOILETS TO BE 17" TO 19" HIGH FOR HANDICAPPED
TOILET &
ORY W/COUNTER
TOILET
GRAB BARS
INSTALL TOILET & LAVATORY
INSTALL TOILET PARTN. & GRAB BARS
EN
MEN.
5' DIA. REQD.
51"
18"
JAN. CLO.
INSTALL DRINKING FOUNTAIN
HALL
VACANT
UP 17 R.
DUCT CHASE
ALL
VACANT
40'-0"
31'-3"
TYP. ROOF LINE
20'-0"
2'ND. FLOOR ROOF
DN 17 R.
25'-0"
VACANT
[illegible]

EXIST. THIRD FLOOR- CONSTRUCT

OOR - CONSTRUCT
1/4"=1'-0"
IN CONTRACT

PRELIMINARY DESIGN PROPOSAL
ALTERATION TO EXISTING BUILDING

APPROVED:

BRIDGE ENGINEER
DESIGNED JAJ
DRAWN LG-JAJ
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

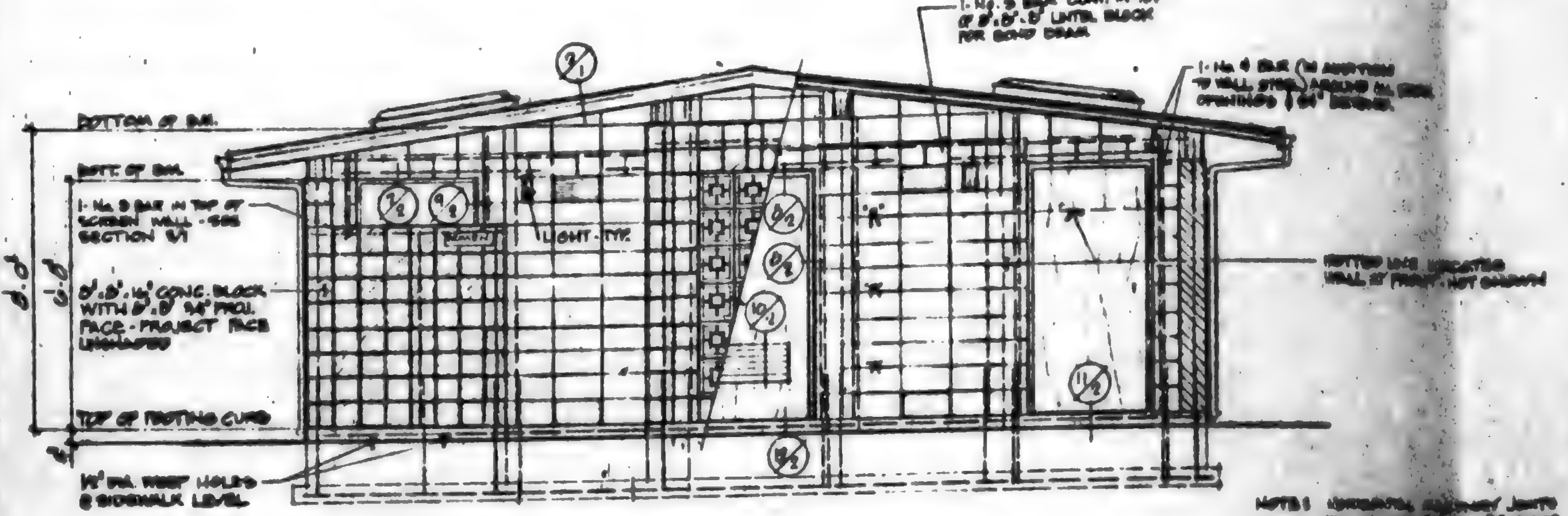
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

JANTZEN BEACH INFO. CENTER
PACIFIC HIGHWAY-(I-5)
MULTNOMAH COUNTY

SECOND & THIRD FLOOR PLAN

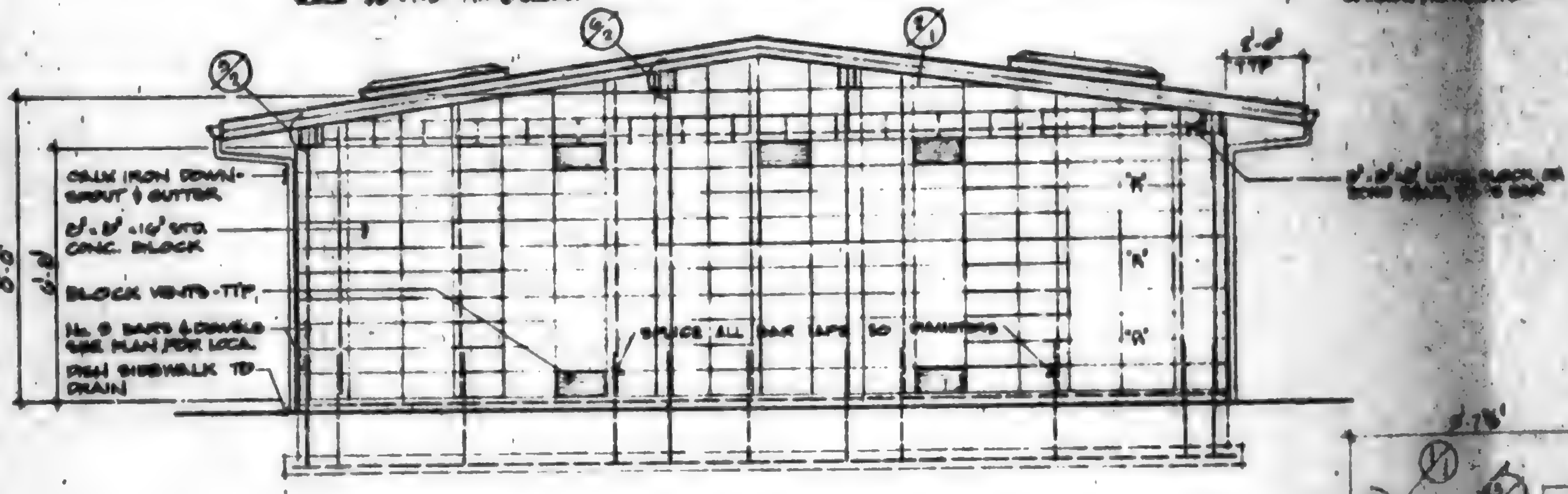
DATE Nov. 1978
BRIDGE NO. 8687
SHEET 6 OF
DRAWING NO.


BOTTOM OF BM.
BOTT. OF BM.
1-No. 3 BAR IN TOP OF SCREEN WALL - SEE SECTION 3/1
8"x8"x16" CONC. BLOCK WITH 8"x8" 3/4" PROJ. FACE - PROJECT FACE UNSHADED
TOP OF FOOTING CURB
1/2" DIA. WEEP HOLES @ SIDEWALK LEVEL
6'-0"
LIGHT - TYP.
1-No. 5 BAR CONT. IN TOP OF 8"x8"x8" LINTEL BLOCK FOR BOND BEAM.
1-No. 4 BAR (IN ADDITION TO WALL STEEL) AROUND ALL WALL OPENINGS & 24" BEYOND.
DOTTED LINE INDICATING WALL AT FRONT - NOT SHOWN
"R"

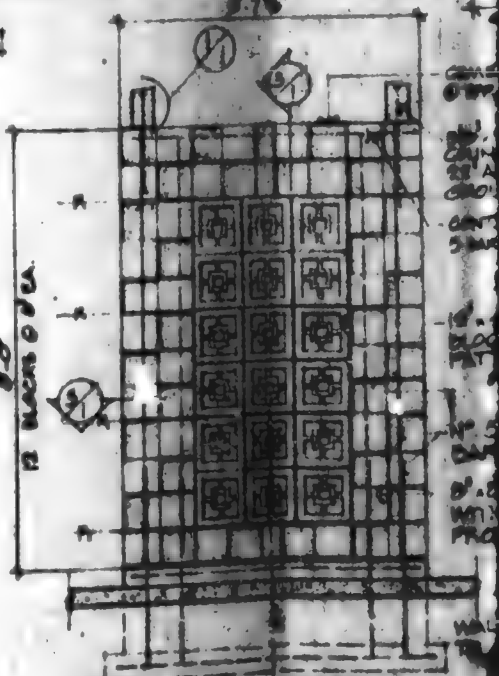
ENTRANCE ELEVATION

SCALE 3/8" = 1'-0" TYP. @ ELEV'S.

NOTE: HORIZONTAL MASONRY JOINTS DESIGNATED "R" USE [illegible] GAGE BLOCK MASONRY JOINT REINFORCEMENT AS SPECIFIED IN GENERAL REQUIREMENTS.

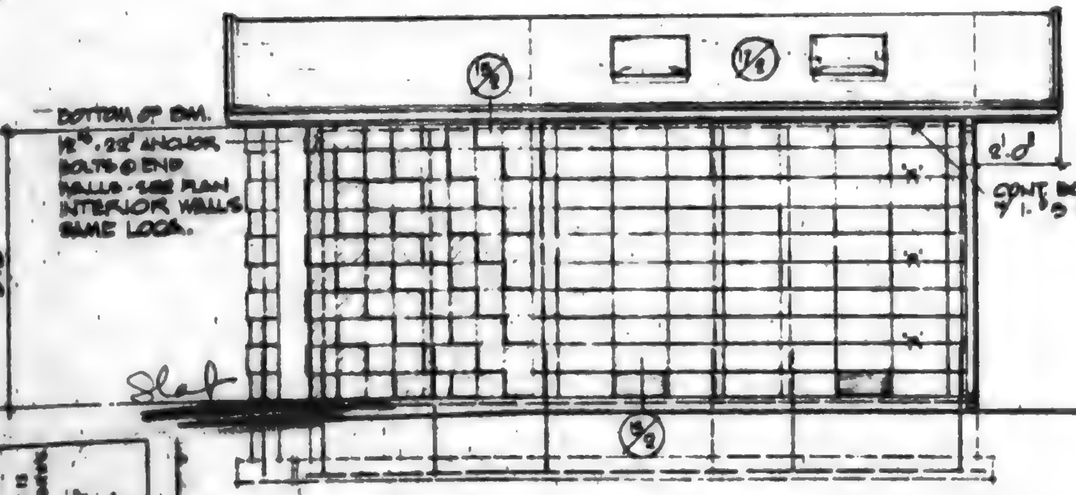

GALV. IRON DOWNSPOUT & GUTTER
8"x8"x16" STD. CONC. BLOCK
BLOCK VENTS - TYP.
No. 5 BARS & DOWELS SEE PLAN FOR LOCA.
DISH SIDEWALK TO DRAIN
SPLICE ALL BAR LAPS 30 DIAMETERS
2'-0" TYP.
8"x8"x8" LINTEL BLOCK IN BOND BEAM
"R"
6'-0"

REAR ELEVATION


6'-7 1/2"
6'-0"
12 BLOCKS @ 6" EA.

④ SCREEN ELEV

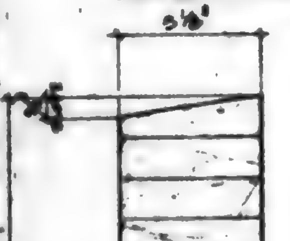
SCALE 1/2" = 1'-0"

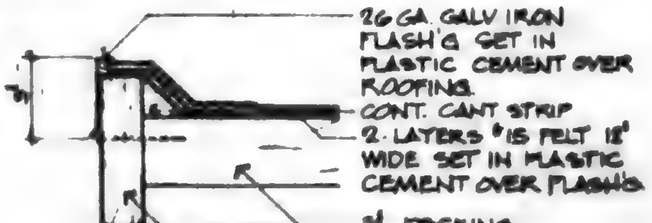

BOTTOM OF BM.
1/2" x 22" ANCHOR BOLTS @ END WALLS - SEE PLAN INTERIOR WALLS SAME LOCA.
2'-0"
CONT. BOND BM. W/ 1-No. 5 BAR.
6'-0"
"R"

Slaf

SIDE ELEVATION - TYP.

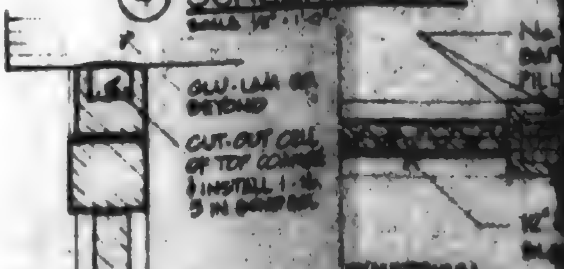
NOTE
THE SCALE OF THIS PRINT IS [illegible] THAT OF THE ORIGINAL DRAWING.
FOR EXAMPLE:
INDICATED SCALE [illegible]
SHOULD BE READ [illegible]
INDICATED SCALE [illegible]
SHOULD BE READ [illegible]




26 GA. GALV IRON FLASH'G SET IN PLASTIC CEMENT OVER ROOFING.
CONT. CANT STRIP
2 - LAYERS #15 FELT 12" WIDE SET IN PLASTIC CEMENT OVER FLASH'G.
3" DECKING
2x6 S4S KILN DRIED V.G.D.F. FASCIA.

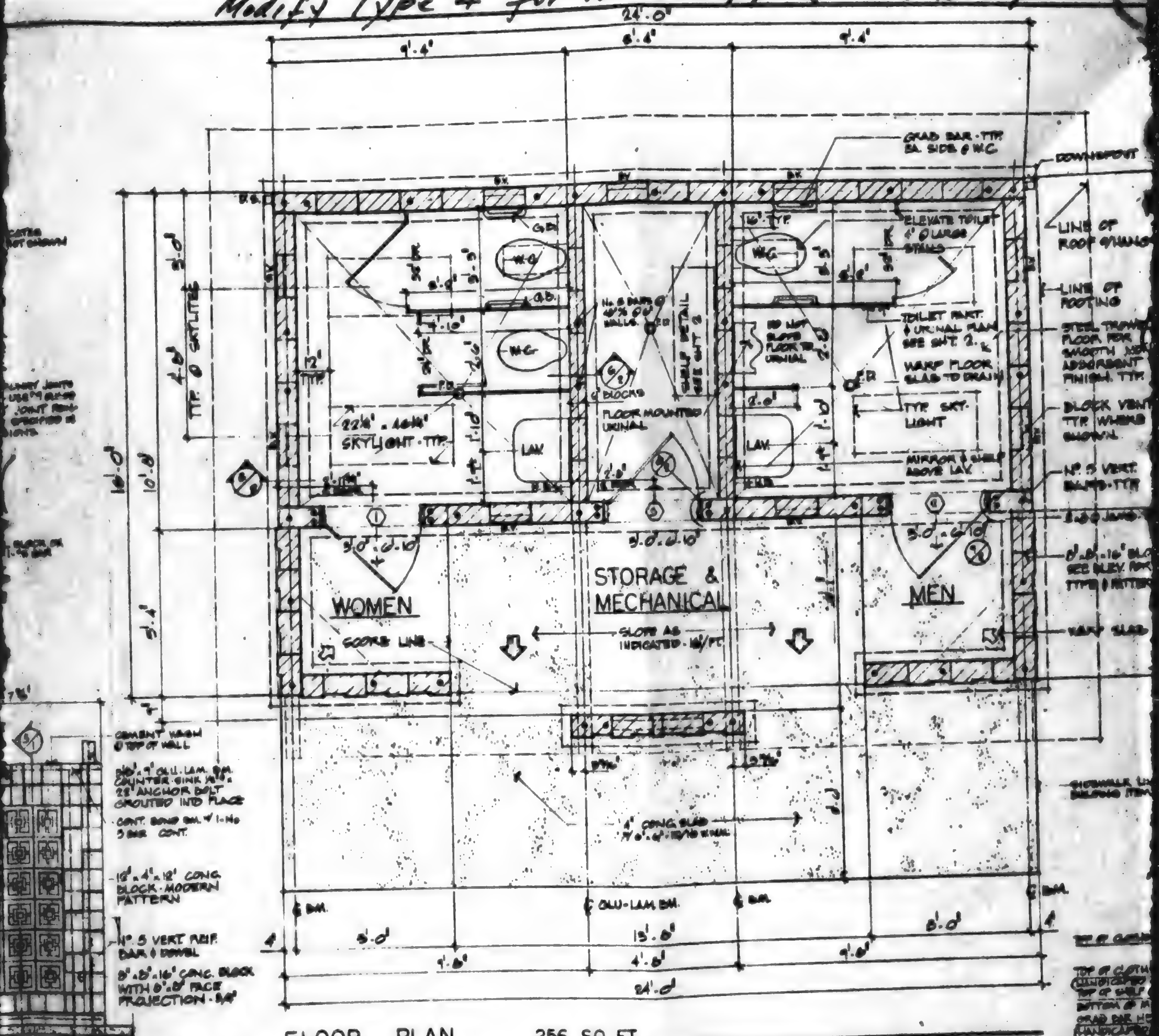
① GLU LAM DET'L ② FACIA DETAIL

SCALE 1" = 1'-0"


GLU-LAM BM. BEYOND
CUT-OUT CELL OF TOP COURSE & INSTALL 1-No. 5 IN BOND BM.

⑤ SECTIONS

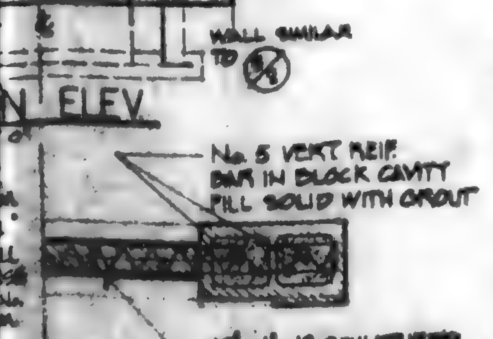
Modify Type 4 for handicapped and bldg. code


24'-0"
9'-4"
5'-4"
9'-4"
GRAB BAR - TYP. EA. SIDE @ W.C.
DOWNSPOUT
ELEVATE TOILET 4" @ LARGE STALLS
LINE OF ROOF OVERHANG
LINE OF FOOTING
W.C.
G.B.
TOILET PART. & URINAL PLAN SEE SHT. 2
WARP FLOOR SLAB TO DRAIN
TYP. SKYLIGHT
22 1/8" x 46 1/8" SKYLIGHT - TYP.
TYP. @ SKYLITE
LAV.
FLOOR MOUNTED URINAL
6" BLOCKS
MIRROR & SHELF ABOVE LAV.
No. 5 VERT. BARS - TYP.
BLOCK VENT - TYP. WHERE SHOWN
3'-0" x 6'-10"
STORAGE & MECHANICAL
WOMEN
MEN
DOORS LINE
SLOPE AS INDICATED - 1/8"/FT.
WARP SLAB
4" CONC. SLAB
GLU-LAM BM.
5'-0"
15'-8"
8'-0"
9'-8"
4'-8"
9'-8"
24'-0"
CEMENT WASH @ TOP OF WALL
CONT. BOND BM. 1-No. 5 BAR CONT.
16" x 4" x 12" CONC. BLOCK - MODERN PATTERN
No. 5 VERT. REIF. BAR & DOWEL
8" x 8" x 16" CONC. BLOCK WITH 8" x 8" FACE PROJECTION - 3/4"

FLOOR PLAN 256 SQ. FT.

SCALE 1/2" = 1'-0"

SYMBOLS	DETAIL No. ⌀ SHEET No.	⬡ DOOR No.	SECTIONS	SYMBOLS


WALL SIMILAR TO
N ELEV.
No. 5 VERT. REIF. BAR IN BLOCK CAVITY FILL SOLID WITH GROUT
12" x 4" x 12 SCULPTURED BLOCK - ⊄ IN 8" WALL
ONS

STRUCTURAL NOTES

THIS BUILDING IS DESIGNED TO CARRY LIVE LOADS UP TO 80 lbs. PER SQ. FT. (SNOW - 80 INCHES) BASED ON AN ALLOWABLE ROOF DECK DEFLECTION OF 1/240 OF THE SPAN

DATE	REVISION

Walter J. Hunt

OREGON STATE HIGHWAY DIV

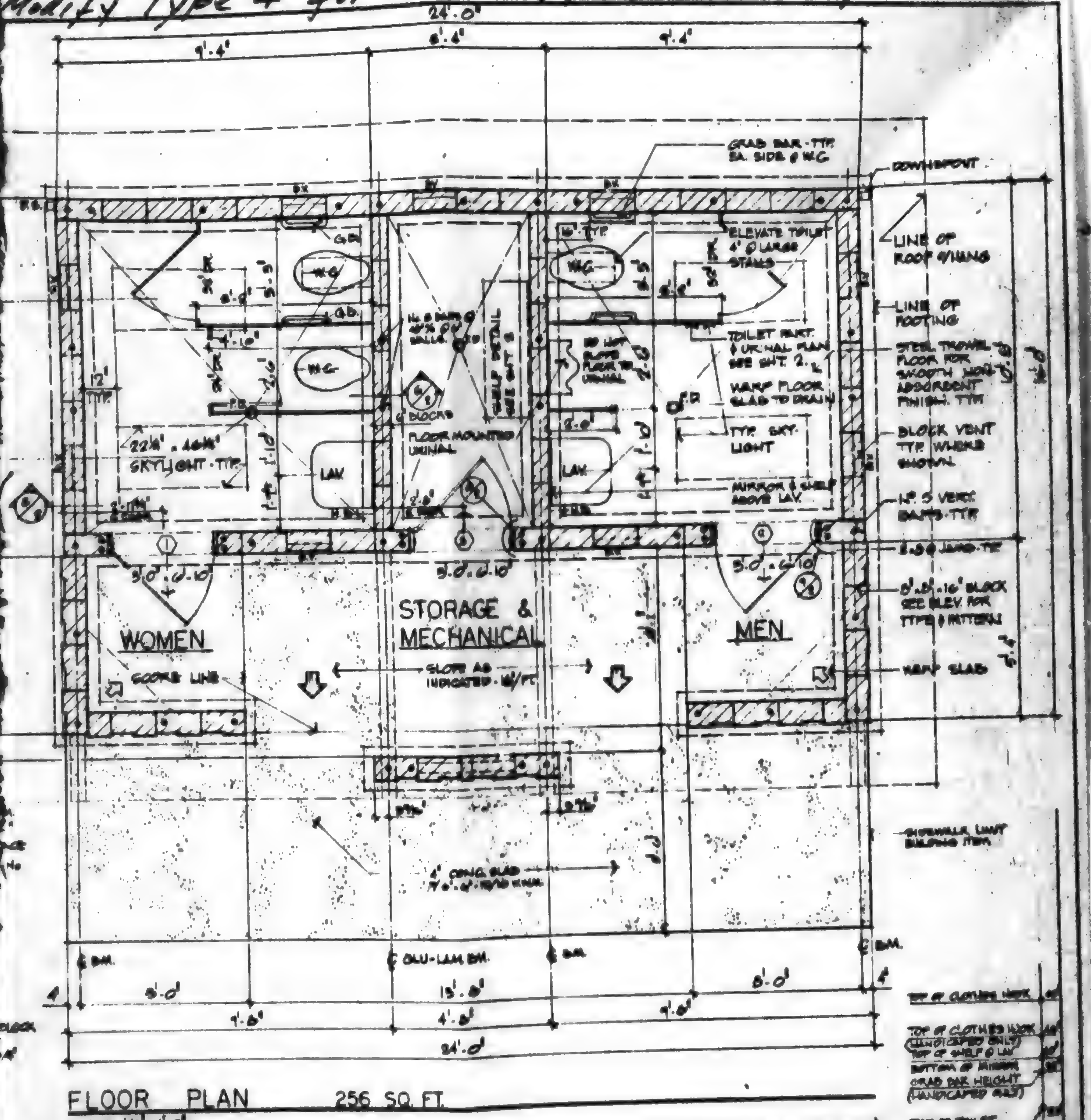
BRIDGE SECTION

TYPE 4 TOILET BUIL

FLOOR PLAN & ELEVATIONS

DATE 21 NOV. 79

Modify Type 4 for handicapped and bldg. code


24'-0"
9'-4"
5'-4"
9'-4"
GRAB BAR - TYP. EA. SIDE @ W.C.
DOWNSPOUT
LINE OF ROOF O/HANG
LINE OF FOOTING
ELEVATE TOILET 4" @ LARGE STALLS
TOILET PART. & URINAL PLAN SEE SHT. 2
STEEL TROWEL FLOOR FOR SMOOTH NON-ABSORBENT FINISH - TYP.
WARP FLOOR SLAB TO DRAIN
TYP. SKYLIGHT
BLOCK VENT TYP. WHERE SHOWN
MIRROR & SHELF ABOVE LAV.
Nº 5 VERT. BARS - TYP.
8"x8"x16" BLOCK SEE ELEV. FOR TYPE & PATTERN
WARP SLAB
W.C.
G.B.
LAV.
F.D.
22¼" x 46⅛" SKYLIGHT - TYP.
FLOOR MOUNTED URINAL
3'-0" x 6'-10"
WOMEN
STORAGE & MECHANICAL
MEN
SCORE LINE
SLOPE AS INDICATED - ⅛"/FT.
4" CONC. SLAB
SIDEWALK LIMIT BUILDING ITEM
℄ BM.
℄ GLU-LAM BM.
5'-0"
13'-8"
9'-8"
4'-8"
24'-0"
TOP OF CLOTHES HOOK
TOP OF CLOTHES HOOK (HANDICAPPED ONLY)
TOP OF SHELF @ LAV.
BOTTOM OF MIRROR
GRAB BAR HEIGHT (HANDICAPPED ONLY)
TOP OF TOILET (HANDICAPPED ONLY)
FINISH FLOOR
ACCESSORY MOUNTING HEIGHTS

FLOOR PLAN 256 SQ. FT.

SCALE 1/8" = 1'-0"

SYMBOLS	DETAIL No. ⌀ SHEET No.	⬡ DOOR No.	SECTIONS	SYMBOLS

STRUCTURAL NOTES

THIS BUILDING IS DESIGNED TO CARRY LIVE LOADS UP TO 50 lbs. PER SQ. FT. (SNOW - 30 INCHES) BASED ON AN ALLOWABLE ROOF DECK DEFLECTION OF 1/180 OF THE SPAN

DATE	REVISION

APPROVED:

Walter J. Hunt

ASST. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED

DRAWN

CHECKED

CAL. CHECK

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

TYPE 4 TOILET BUILDING

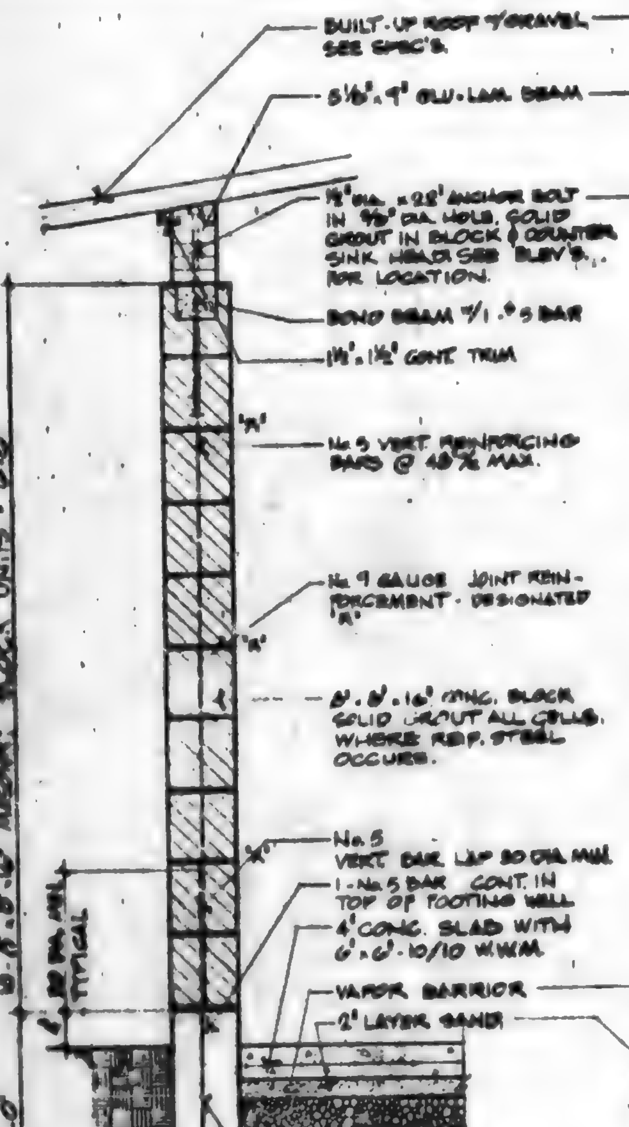
FLOOR PLAN & ELEVATIONS

DATE 21 NOV 79

ACCOMPANIED BY DWGS.

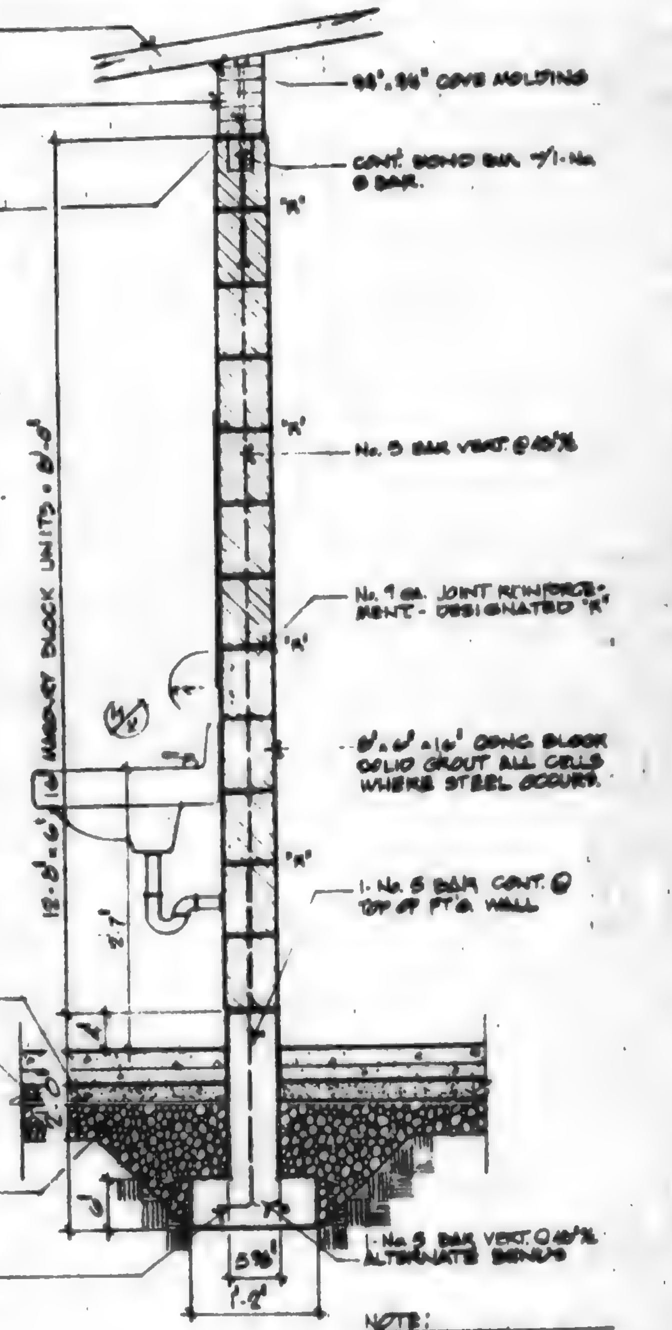
SHEET 1 OF 2

DRAWING NO.


BUILT-UP ROOF W/GRAVEL SEE SPEC'S.
5 1/8" x 9" GLU-LAM BEAM
1/2" DIA. x 28" ANCHOR BOLT IN 3/4" DIA. HOLE, SOLID GROUT IN BLOCK & COUNTER SINK HEAD SEE ELEV'S. FOR LOCATION.
BOND BEAM W/1-#5 BAR
1 1/2" x 1 1/2" CONT. TRIM
"R"
No. 5 VERT. REINFORCING BARS @ 48" O.C. MAX.
No. 9 GAUGE JOINT REINFORCEMENT - DESIGNATED "R"
8" x 8" x 16" CONC. BLOCK SOLID GROUT ALL CELLS WHERE REIF. STEEL OCCURES.
No. 5 VERT. BAR LAP 30 DIA. MIN.
1-No. 5 BAR CONT. IN TOP OF FOOTING WALL
4" CONC. SLAB WITH 6" x 6" - 10/10 W.W.M.
VAPOR BARRIOR
2" LAYER SAND
4" COMPACTED GRAVEL
2-No. 5 BARS CONT. IN FOOTING & 1-No. 5 BAR VERT. @ 48" O.C. - ALT. BENDS
10-8" x 8" x 16" MASONRY BLOCK UNITS = 6'-8"
30 DIA. MIN. TYPICAL
2'-0"
8"
7 5/8"
1'-4"

⑤ SECTION

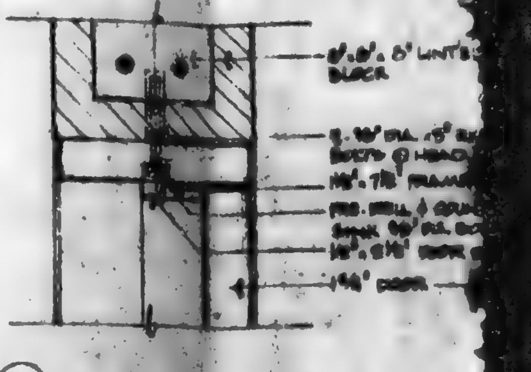
SCALE 1"=1'-0"


3/4" x 3/4" COVE MOLDING
CONT. BOND BM. W/1-No. 5 BAR.
"R"
No. 5 BAR VERT. @ 48" O.C.
No. 9 GA. JOINT REINFORCEMENT - DESIGNATED "R"
8" x 8" x 16" CONC. BLOCK SOLID GROUT ALL CELLS WHERE STEEL OCCURS.
1-No. 5 BAR CONT. @ TOP OF FT'G. WALL
1-No. 5 BAR VERT. @ 48" O.C. ALTERNATE BENDS
13-8" x 8" x 16" MASONRY BLOCK UNITS = 8'-8"
2'-7"
5 5/8"
1'-2"

NOTE:
SEE SECTION 5 THIS SHEET FOR REPETITIVE NOTES @ TYPICAL CONDITIONS.

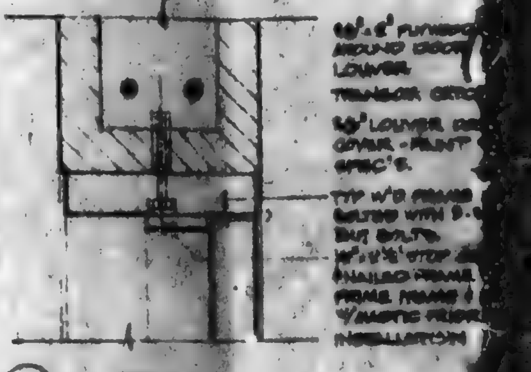
⑥ SECTION

SCALE 1"=1'-0"



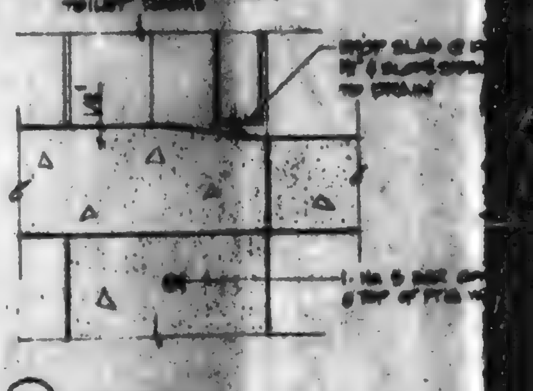
⑦ HEAD

TOILET ROOMS



⑨ JAMB

TOILET ROOMS

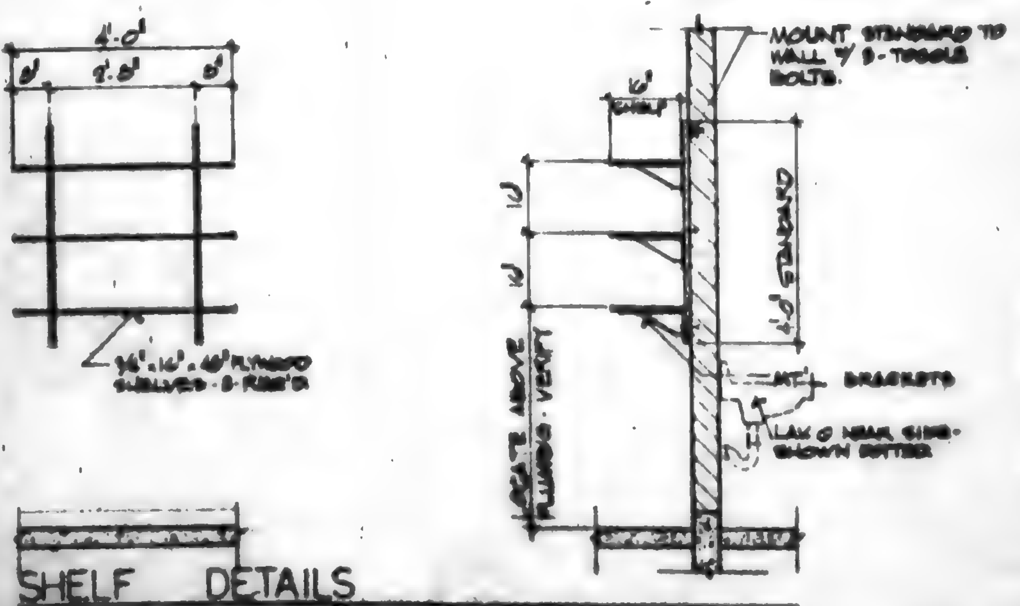


⑪ THRESHOLD

TOILET ROOMS

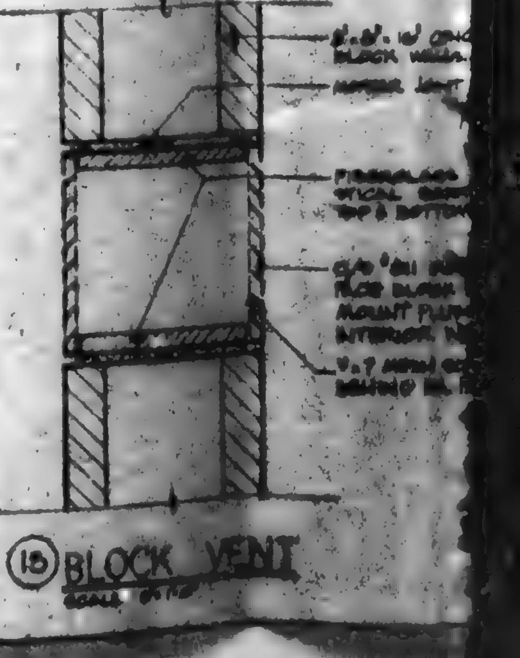
DOOR DETAILS

SCALE 3"=1'-0"


4'-0"
8"
2'-8"
8"
3/4" x 16" x 48" PLYWOOD SHELVES - 3 REQ'D.
MOUNT STANDARD TO WALL W/ 3-TOGGLE BOLTS.
16"
SHELF
16"
16"
4'-0" STANDARD
MT'L. BRACKETS
LAV. @ NEAR SIDE - SHOWN DOTTED
LOCATE ABOVE PLUMBG. VENT

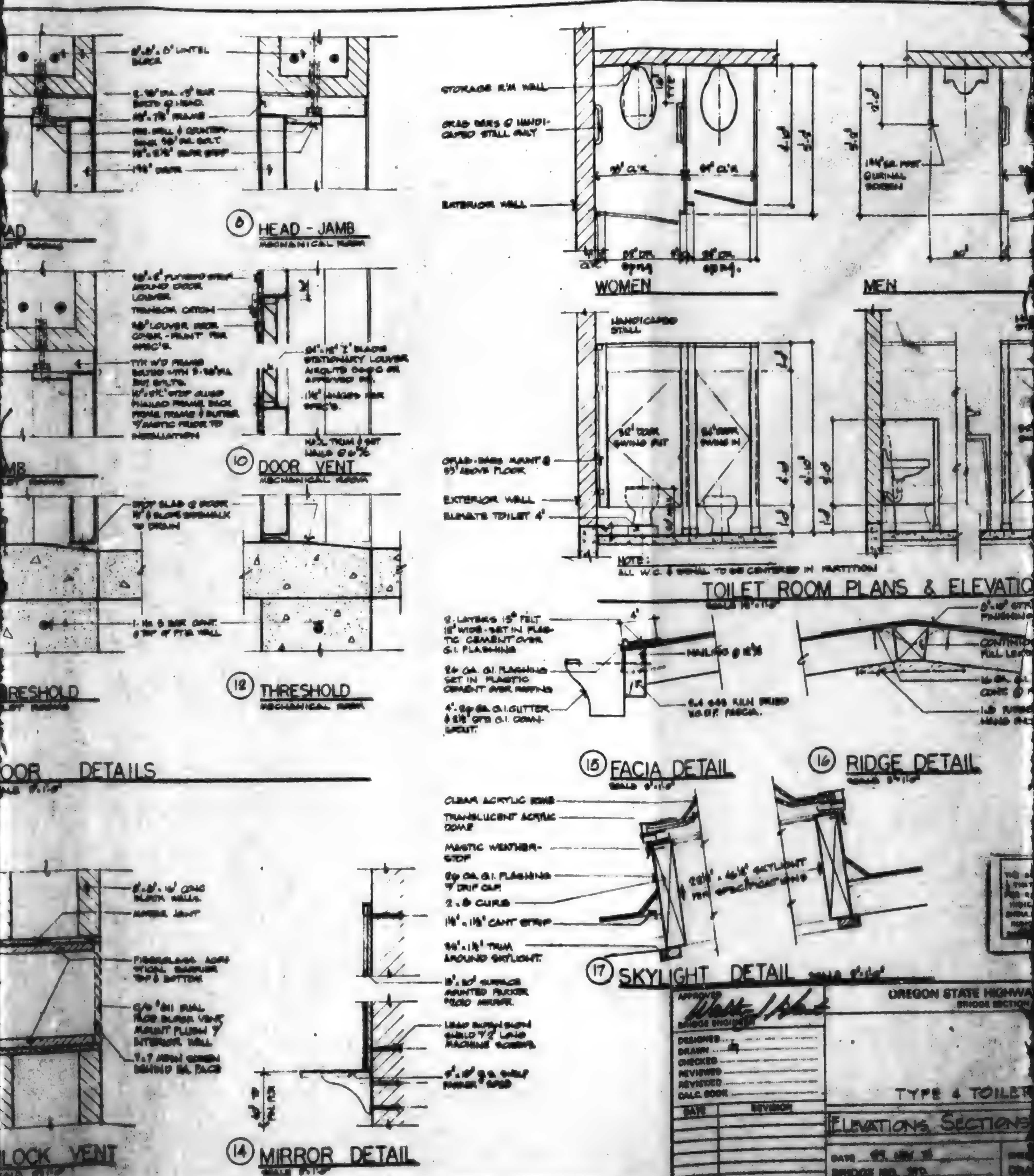
SHELF DETAILS

SCALE 1"=1'-0"



⑬ BLOCK VENT

SCALE 3"=1'-0"



8"x8"x 6" LINTEL BLOCK
FRAME
DOOR
⑥ HEAD - JAMB
MECHANICAL ROOM
HEAD
AROUND DOOR LOUVER
TRANSOM CATCH
LOUVER DOOR COVER - PAINT FOR SPEC'S.
INSTALLATION
STATIONARY LOUVER
APPROVED EQ.
HINGES FOR SPEC'S.
⑩ DOOR VENT
MECHANICAL ROOM
JAMB
SLOPE SIDEWALK TO DRAIN
THRESHOLD
⑫ THRESHOLD
MECHANICAL ROOM
DOOR DETAILS
STORAGE R'M WALL
GRAB BARS @ HANDICAPPED STALL ONLY
EXTERIOR WALL
WOMEN
MEN
URINAL SCREEN
HANDICAPPED STALL
GRAB-BARS MOUNT @ 33" ABOVE FLOOR
EXTERIOR WALL
ELEVATE TOILET 4"
NOTE:
ALL W.C. & URINAL TO BE CENTERED IN PARTITION
TOILET ROOM PLANS & ELEVATIO
2-LAYERS 15# FELT 18" WIDE-SET IN PLASTIC CEMENT OVER G.I. FLASHING
26 GA. G.I. FLASHING SET IN PLASTIC CEMENT OVER ROOFING
4"-26 GA. G.I. GUTTER & 2½" G.I. DOWNSPOUT.
KILN DRIED FACIA.
⑮ FACIA DETAIL
⑯ RIDGE DETAIL
CONTINUOUS FULL LENGTH
CLEAR ACRYLIC DOME
TRANSLUCENT ACRYLIC DOME
MASTIC WEATHER-STOP
26 GA. G.I. FLASHING W/ DRIP CAP
2 x 8 CURB
1½" x 1½" CANT STRIP
¾" x 1½" TRIM AROUND SKYLIGHT.
SKYLIGHT PER SPECIFICATIONS
⑰ SKYLIGHT DETAIL
BLOCK WALL
FIBERGLASS
BLOCK VENT
SURFACE MOUNTED MIRROR.
MACHINE SCREWS.
⑭ MIRROR DETAIL

APPROVED
Walt J Blue
BRIDGE ENGINEER

DESIGNED
DRAWN
CHECKED
REVIEWED
REVISED
CALC. BOOK

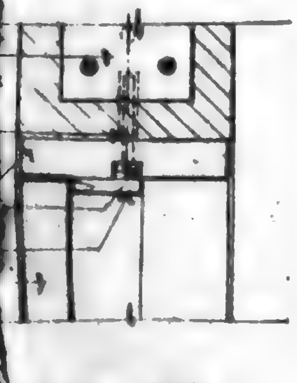
DATE	REVISION

OREGON STATE HIGHWA
BRIDGE SECTION

TYPE 4 TOILET

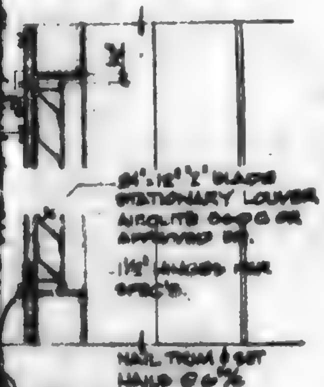
ELEVATIONS SECTIONS

DATE
BRIDGE NO.



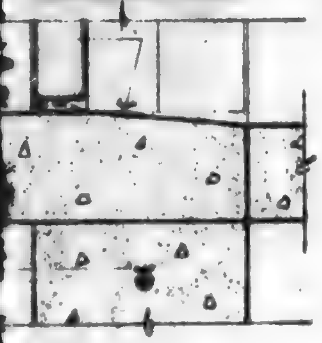
HEAD - JAMB

MECHANICAL ROOM


24"x12" 2" BLADE STATIONARY LOUVER AIROLITE 0000 OR APPROVED EQ.
1½" ANGLES PER SPEC'S.
NAIL TRIM & SET NAILS @ 6"%

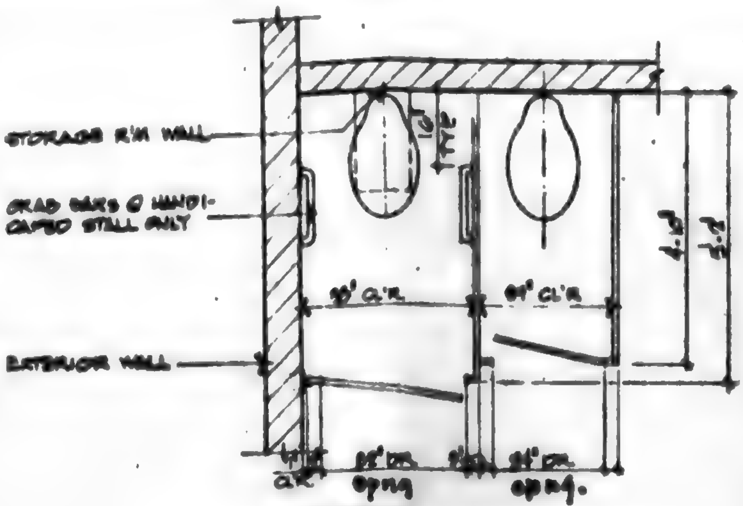
DOOR VENT

MECHANICAL ROOM

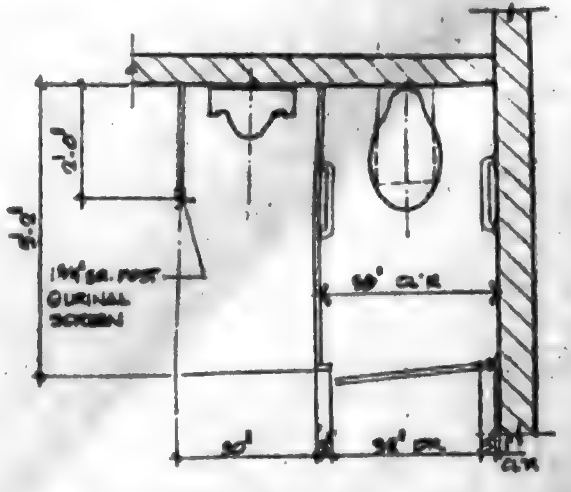


THRESHOLD

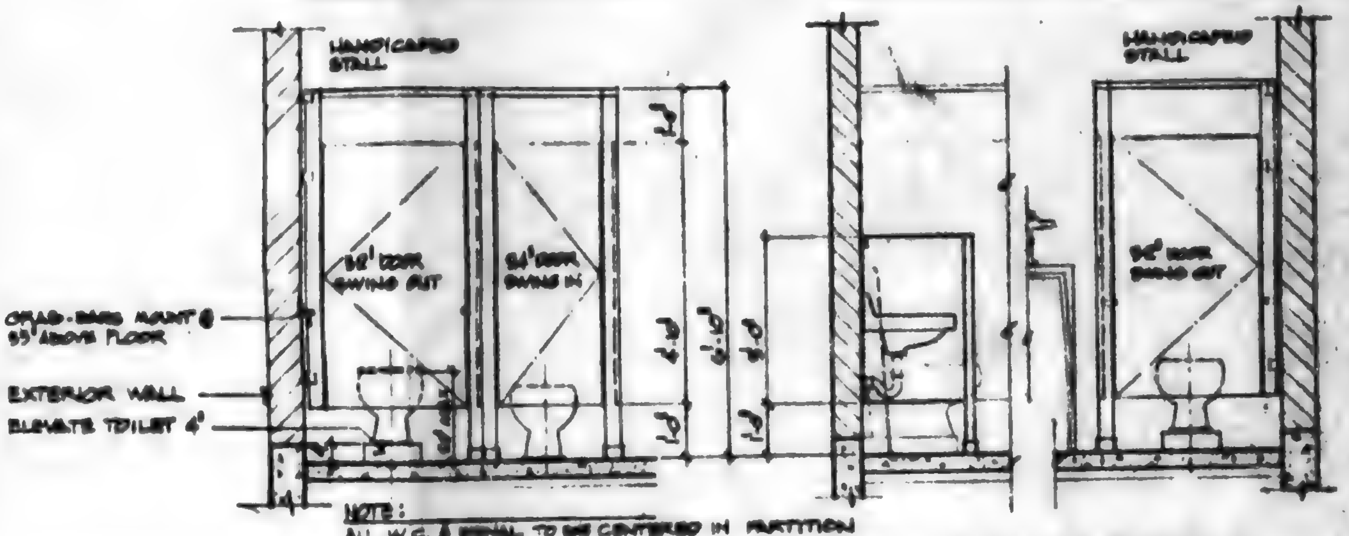
MECHANICAL ROOM


STORAGE R'M WALL
GRAB BARS @ HANDI-CAPPED STALL ONLY
EXTERIOR WALL
30" CL'R.
24" CL'R.
28" DR. OPNG.
24" DR. OPNG.

WOMEN


1¼" SQ. POST URINAL SCREEN
30" CL'R.
28" DR.
30"

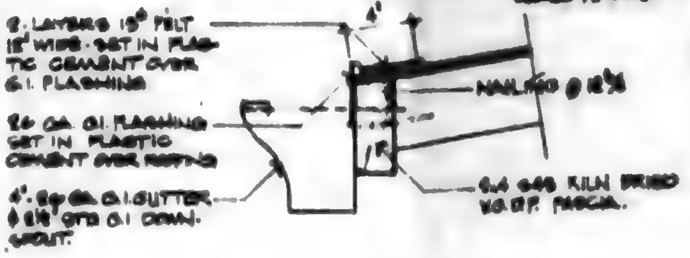
MEN


HANDICAPPED STALL
HANDICAPPED STALL
GRAB-BARS MOUNT @ 33" ABOVE FLOOR
EXTERIOR WALL
ELEVATE TOILET 4"
28" DOOR SWING OUT
24" DOOR SWING IN
28" DOOR SWING OUT

NOTE:
ALL W.C. & URINAL TO BE CENTERED IN PARTITION

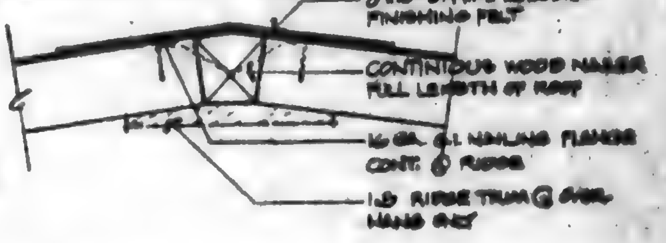
TOILET ROOM PLANS & ELEVATIONS

SCALE ½"=1'-0"


2 LAYERS 15# FELT 12" WIDE SET IN PLASTIC CEMENT OVER G.I. FLASHING
26 GA. G.I. FLASHING SET IN PLASTIC CEMENT OVER ROOFING
4"x 26 GA. G.I. GUTTER & 2½" STD G.I. DOWN-SPOUT.
NAILING @ 12"%
2x4 GAS KILN DRIED V.G.D.F. FASCIA.

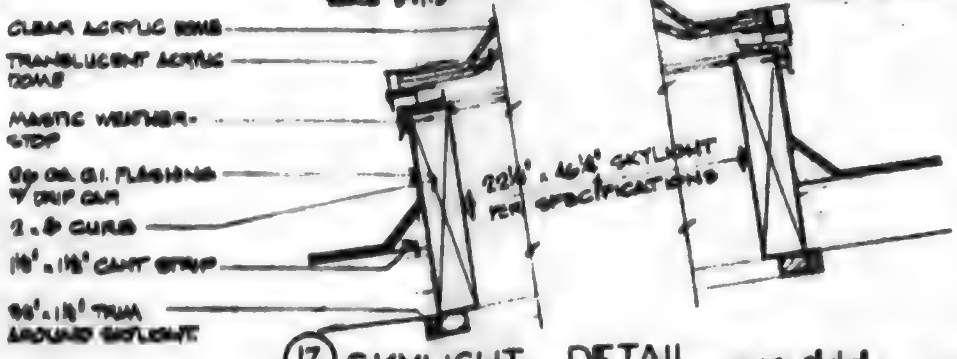
⑮ FACIA DETAIL

SCALE 3"=1'-0"


8"x10" STRIPS ASBESTOS FINISHING FELT
CONTINUOUS WOOD NAILER FULL LENGTH OF ROOF
16 GA. G.I. NAILING FLANGE CONT. @ RIDGE
1x3 RIDGE TRIM @ OVERHANG ONLY

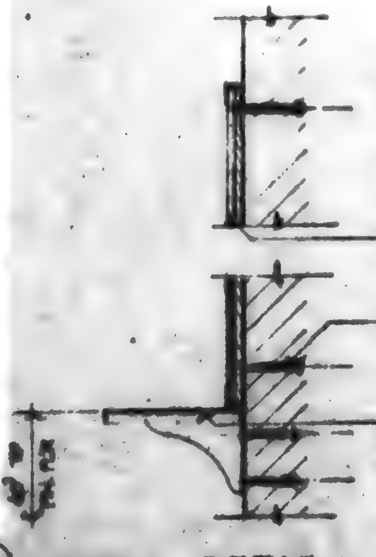
⑯ RIDGE DETAIL

SCALE 3"=1'-0"


CLEAR ACRYLIC DOME
TRANSLUCENT ACRYLIC DOME
MASTIC WEATHER-STOP
26 GA. G.I. FLASHING W/ DRIP CAP
2x8 CURB
1½"x1½" CANT STRIP
¾"x1½" TRIM AROUND SKYLIGHT
22½" x 46½" SKYLIGHT PER SPECIFICATIONS

⑰ SKYLIGHT DETAIL SCALE 3"=1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ⅜"=1'-0"
SHOULD BE READ 3/16"=1'-0".
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0"


18"x30" SURFACE MOUNTED PARKER #600 MIRROR.
LEAD EXPANSION SHIELD W/ 2" LONG MACHINE SCREWS.
6"x10" GA. SHELF PARKER #050

MIRROR DETAIL

SCALE 3"=1'-0"

APPROVED:
Walter J. Hart
BRIDGE ENGINEER

DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

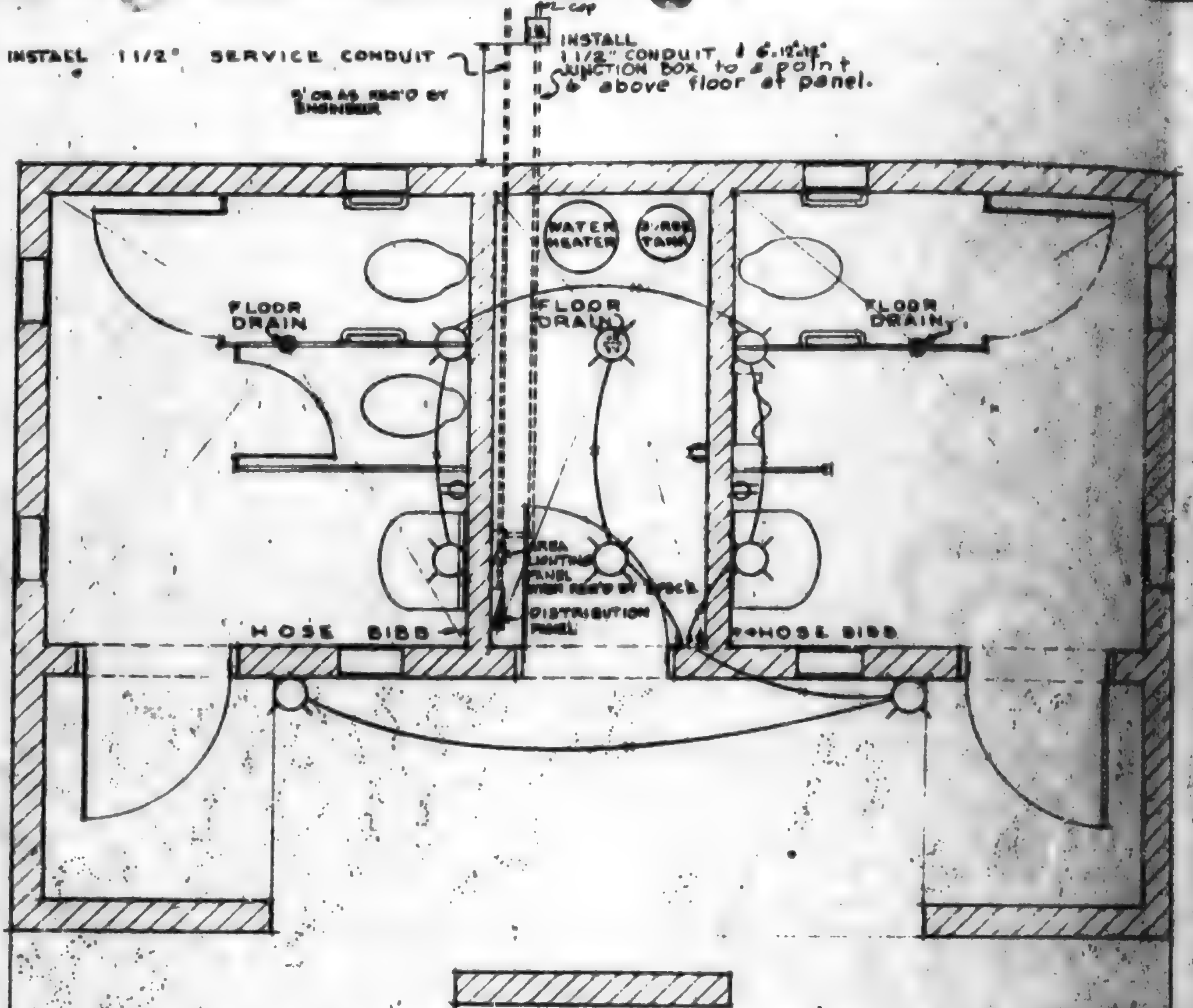
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

TYPE 4 TOILET BUILDING

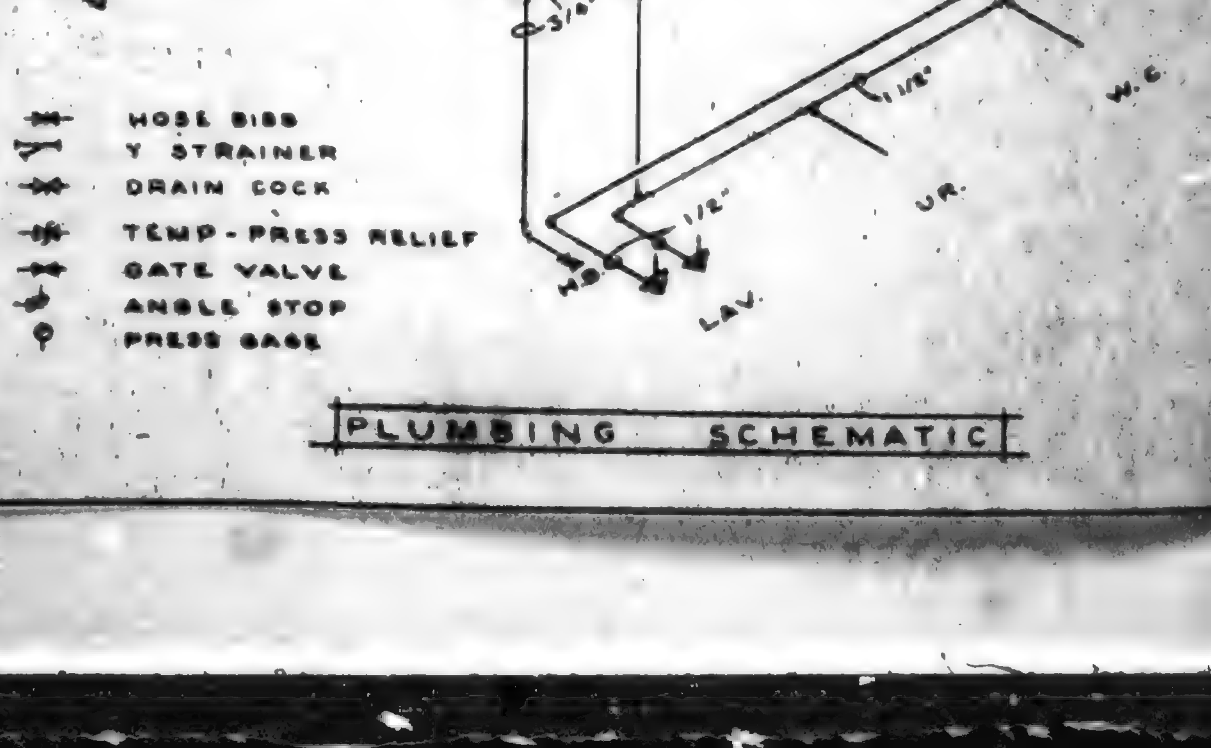
ELEVATIONS, SECTIONS, & DETAILS

DATE 23 NOV 76
BRIDGE NO. STD.

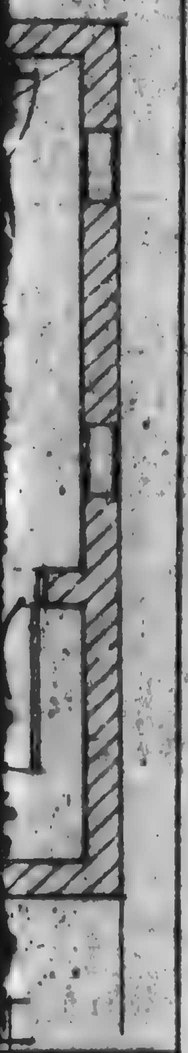
SHEET 2 OF 2
DRAWING NO. 30104

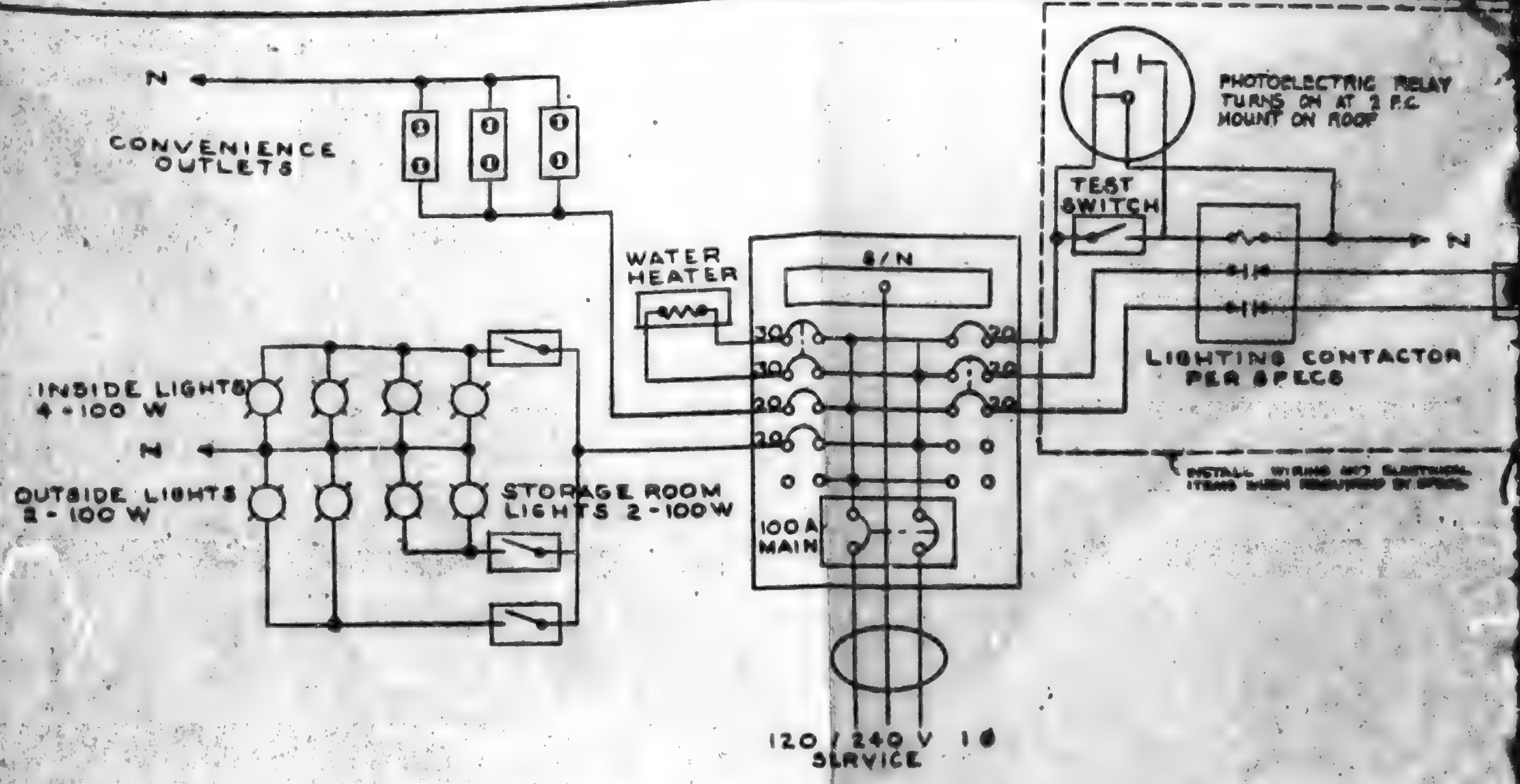

INSTALL 1 1/2" SERVICE CONDUIT
5' OR AS REQ'D BY ENGINEER
1/2 cap
INSTALL 1 1/2" CONDUIT & 6.12x12 JUNCTION BOX to a point 6' above floor at panel.
WATER HEATER
SURGE TANK
FLOOR DRAIN
FLOOR DRAIN
FLOOR DRAIN
AREA LIGHTING PANEL WHEN REQ'D BY SPECS.
DISTRIBUTION PANEL
HOSE BIBB
HOSE BIBB

LIGHTS AND FLOOR PLAN - SCALE: 3/8" = 1'


WATER HEATER WHEN SPECS REQUIRE
SUPPLY
3/4"
3/4"
1/2"
1 1/2"
W.C.
W.C.
1 1/2"
1 1/2"
LAV.
3/8"
APPROVED PRESS. VACUUM BREAKER
SURGE TANK
1 1/2"
W.C.
UR.
1/2"
LAV.
HOSE BIBB
Y STRAINER
DRAIN COCK
TEMP-PRESS RELIEF
GATE VALVE
ANGLE STOP
PRESS GAGE

PLUMBING SCHEMATIC


SUPPLY
TANK


N
CONVENIENCE OUTLETS
WATER HEATER
S/N
30
30
20
20
20
20
20
INSIDE LIGHTS 4-100 W
N
OUTSIDE LIGHTS 2-100 W
STORAGE ROOM LIGHTS 2-100W
100 A MAIN
120/240 V 1Ø SERVICE
PHOTOELECTRIC RELAY TURNS ON AT 2 F.C. MOUNT ON ROOF
TEST SWITCH
N
LIGHTING CONTACTOR PER SPECS
INSTALL WIRING AND ELECTRICAL ITEMS WHEN REQUIRED BY SPECS.

ELECTRICAL DISTRIBUTION SCHEMATIC

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE [illegible]
SHOULD BE READ [illegible]
INDICATED SCALE [illegible]
SHOULD BE READ [illegible]

APPROVED: Walter J. Hart
BRIDGE ENGINEER
DESIGNED MAO
DRAWN MAO
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

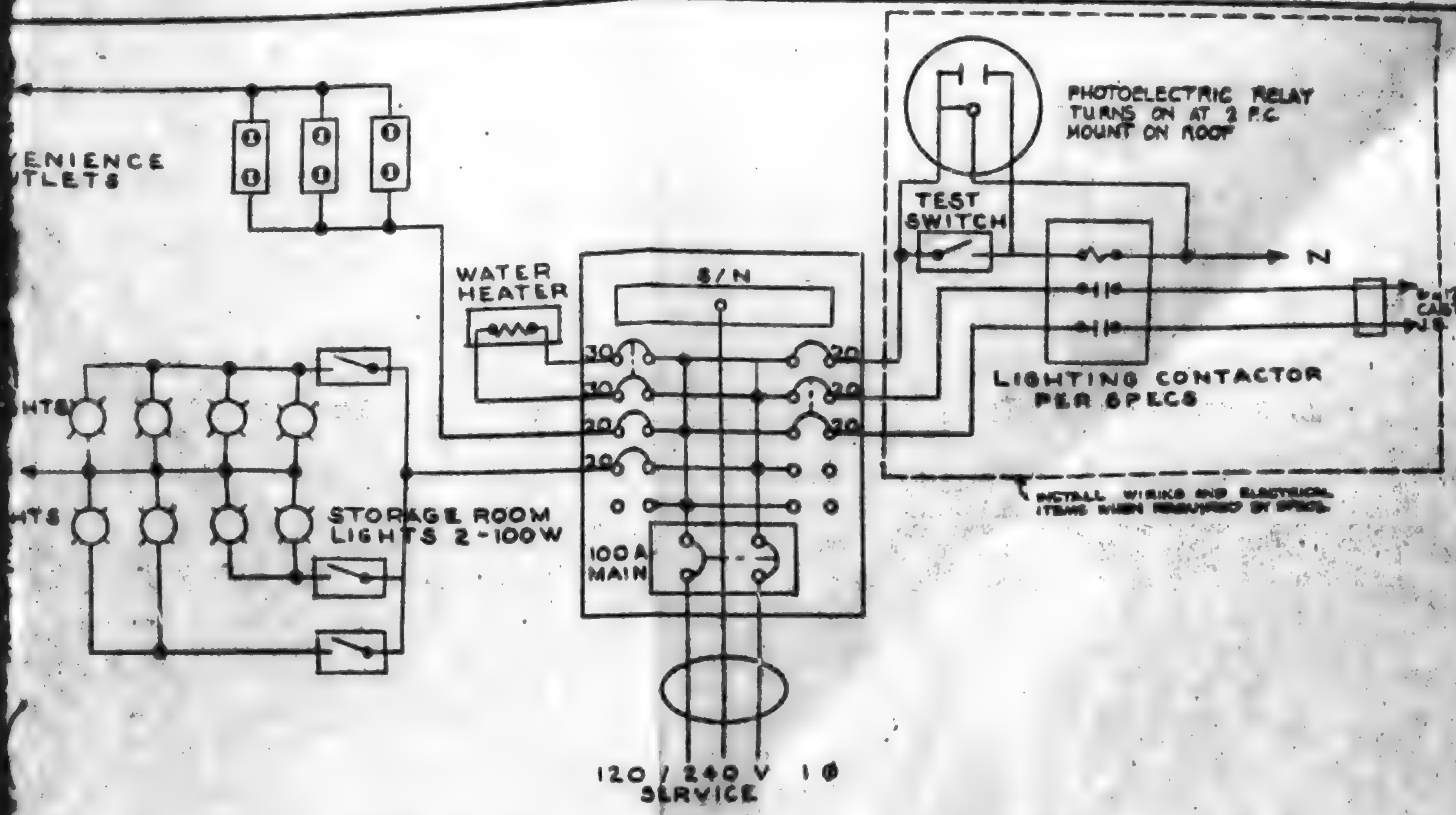
DATE	REVISION

OREGON STATE HIGHWAY DIVIS
BRIDGE SECTION

TYPE 4 TOILET BUIL

ELECTRICAL & PLUMBING SCH

DATE [illegible]
BRIDGE NO. [illegible]
SHEET 1 OF
DRAWING N


PHOTOELECTRIC RELAY
TURNS ON AT 2 F.C.
MOUNT ON ROOF
TEST SWITCH
N
CAST IRON
LIGHTING CONTACTOR
PER SPECS
INSTALL WIRING AND ELECTRICAL
ITEMS WHEN REQUIRED BY SPECS.
ENIENCE
TLETS
WATER
HEATER
S/N
30
30
20
20
20
20
20
100A
MAIN
HTS
HTS
STORAGE ROOM
LIGHTS 2-100W
120/240 V 1Ø
SERVICE

ELECTRICAL DISTRIBUTION SCHEMATIC

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE [illegible]
SHOULD BE READ [illegible]
INDICATED SCALE [illegible]
SHOULD BE READ [illegible]

APPROVED:
BRIDGE ENGINEER
DESIGNED MAD
DRAWN MAD
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

TYPE 4 TOILET BUILDING

ELECTRICAL & PLUMBING SCHEMATIC

DATE 21 OCT 76
BRIDGE NO. [illegible]
SHEET 1 OF 1
DRAWING NO. [illegible]

8876

ROUTING SLIP Date: 4/29

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: [redacted]

FROM: H. S. COULTER

I thought remodeling work was being reviewed by Region and Bridge toward getting done. With OSP moving out, a separate restroom isn't needed, but some modification of existing facilities to provide relief for those that need it. Scott

cc Hunter; Hardt; Hart; Schroeder

Form 81-731-0022 (7/77)

8

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Hunter
Technical Services Engineer

DATE: August 23, 1978

FROM: Victor Fryer, Manager
Travel Information Section

Victor Fryer

NOTED
H. S. COULTER

SUBJECT: PUC request for remodeling of Portland Jantzen Beach office

The Portland PUC field office has advised us that they would like to have some remodeling done in their office space if the Highway Division schedules any work on the Jantzen Beach facility which our Portland Information Center shares with PUC.

It is requested that Francis Wolf, supervisor of the Jantzen Beach PUC office, be contacted regarding PUC remodeling needs.

RECEIVED
DOT OPERATIONS
AUG 29 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
AUG 29 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
AUG 2- '78
REFER TO Scott
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Hunter

RECEIVED
TECHNICAL SERVICES
AUG 24 '78
REFER TO Klaboe
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-29-78 Where are we
Fred — on this?
I thought remodeling work
was being reviewed by Region
and [illegible] forward getting
done, — With OSP moving out
a separate rest[illegible] fo provide
isn't needed. [illegible] would be
some modification [illegible]
existing facilities
relief also
cy - Hunter
[illegible]
Scott

NOTED
B. KLABOE

Have you decided to proceed with an improvement for the info center.
Ed.

81-125-1367

8876

GENERAL FILES

9

File:

FORM 81-734-3943

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION

Section Jantzen Beach Information Center

Date July 26, 1977

Highway Pacific (I-5)

Region 1

State Hwy. No. Length

County(s) Multnomah

B. DEFINE THE PROBLEM:

Jantzen Beach Information Center (located in the Interstate Bridge Office building) has no restroom facilities for public use. Directional signing and identification signing also needs upgrading.

C. PROPOSED SOLUTION:

State Police are presently in the same building but will be moving in the next few months. We propose to upgrade the signing, construct public restroom facilities, and expand the Info Center to include some of the area vacated by the State Police.

D. REASON FOR REQUEST AT THIS TIME:

$100,000 is approved in the 1977-79 Highway Budget under Rest Area Construction and Improvement (Program 1) for this project.

E. ESTIMATED COST OF SOLUTION:

$ 100,000

Requested by:

Region Engineer or Section Head

F. REMARKS & ACTION TAKEN:

APPROVED

STATE HIGHWAY ENGINEER

DATE 7-27-77

orig. to Moshing
TAH

8876

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July ~~18~~ 20, 1977

FILE:

R L Schroeder

FROM: R. L. Schroeder
Maintenance Engineer

SUBJECT: Jantzen Beach Information Center

TO: H. S. Coulter
State Highway Engineer

There was a specific budget mention of spending $100,000 to improve the Jantzen Beach Information Center. Ed Hunter has indicated it requires an official sanction of the project by you before it can be placed on the construction program. The actual needed improvements should be worked out between Region 1 and the Structural Section.

Will you please have this project placed on the State Construction Program.

RLS:ji

orig. to Bob S. — 7-20-77

Please submit on a copy of the proposed Project Request Form with all the appropriate reasons, etc & I will have processed getting survey auth., etc. —
Scott

RECEIVED
STATE HWY ENGR
JUL 19 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM E-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1977

SUBJECT:

To: Walter J. Hart
Bridge Engineer

Kenneth D. Karnosh
From: Kenneth D. Karnosh
Maintenance Office Engineer

Referring to the enclosed information on the Jantzen Beach Information Center, please start proceedings for remodeling of the building.

KDK:hc
Enclosures

MAINTENANCE ENGINEER
RECEIVED
JUL 13 1977
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BME ☐ SME ☐ AA ☐ FILE ☐ TA

7-12-77

Schroeder

Write to Scott and have him officially sanction the project. Bridge will need to know what you want done and a survey order needs to be prepared for the job. These actions on your part will get the thing started.

E.R.

RECEIVED
JUL 12 1977
BRIDGE SECTION

NOTED
W. J. HART

Form 51-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 8, 1977

FILE: BUD 3-4

Kenneth D. Karnosh

FROM: Kenneth D. Karnosh
Maintenance Office Engineer

SUBJECT: Jantzen Beach Information Center

TO: R. L. Schroeder
Maintenance Engineer

Attached is the narrative from the "Rest Area Construction and Improvement" portion of the budget. This request, which has been approved, provides funds for revamping of the Jantzen Beach Information Center.

It would seem appropriate to start the proceedings for this project so it could be completed this biennium.

Approved 7/8/77
RL Schroeder

Karnosh says
State Construction
money -
7/12/77

Attachment
KDK:rb

RECEIVED
JUL 12 1977
BRIDGE SECTION

REST AREA CONSTRUCTION & IMPROVEMENT

The budget request for this program is $130,000.

The Jantzen Beach Information Center does not have public restroom facilities, identification signing needs upgrading and generally the building needs refurbishing to accommodate the Information Center, the State Police and PUC offices. We request $100,000 for these improvements to provide better service to the public.

Another $16,000 is requested to upgrade water supply systems and sewage handling at several rest areas around the State and bring these facilities into compliance with health standards.

REST AREA CONSTRUCTION & IMPROVEMENT

RECEIVED
JUL 12 1977
BRIDGE SECTION

t request for this program is $130,000.

en Beach Information Center does not have public restroom facilities, ation signing needs upgrading and generally the building needs refur- o accommodate the Information Center, the State Police and PUC offices. t $100,000 for these improvements to provide better service to the

76,000 is requested to upgrade water supply systems and sewage hand- everal rest areas around the State and bring these facilities into e with health standards.

1979 Walluski R. Br. 8877
Sec. of Nehalem Hwy.
(Grading, paving & struc.)

8877

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-251	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 4	2/16/82	Project Number BRS-133(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 14, 1979,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,091,406.00	$2,100,000.00
Federal funds	$1,673,124.00	$1,680,000.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 8, 1982

Federal Aid Project
No. BRS-133(5)

Walluski River Bridge Section
Nehalem Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 620
Roadway (Sta. 37+25 to Sta. 43+19)(Sta. 48+04 to Sta. 55+75)

Total the same as previous estimate of Oct. 21, 1981 $ 475,000.00

Type Code X036
Structure Br. #2320A (Sta. 43+19 to Sta. 48+04)

Subtotal of previous estimate May 2, 1979	$1,441,599.38
SUBTOTAL	$1,441,599.38
Engineering	183,400.62
TOTAL	$1,625,000.00

Length of Roadway -------------- 0.258 mile
Length of Structure ------------ 0.092 mile
TOTAL 0.350 mile

Cost of Roadway Per Mile -------$1,841,085.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 475,000.00	$ 380,000.00	$ 95,000.00
Structure	1,625,000.00	1,300,000.00	325,000.00
TOTAL	$2,100,000.00	$1,680,000.00	$420,000.00

Group 1 100% Group 8 00%
Contract No. 8877
Prefix: 104-1029

8877

STATE COPY 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-183 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12/10/81	State Oregon County Clatsop Project Number BRS-133(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 14, 1979,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,048,266.00	$ 2,091,406.00
Federal funds	$ 1,638,613.00	$ 1,673,124.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of December, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Ulrbehng

Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 4, 1981

Federal Aid Project
No. BRS-133(5)

Walluski River Bridge Section
Nehalem Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 37+25 to Sta. 43+19)(Sta. 48+04 to Sta. 55+75)

Total the same as previous estimate of Oct. 21, 1981	$ 475,000.00

Type Code X036
Structure BR. #2320A (Sta. 43+19 to Sta. 48+04)

Subtotal of previous estimate of May 2, 1979	$1,398,459.00

Additional Items

Splice Steel Piling (E.W.O. #3)	All Required	$ 4,700.07
REvisions to Movable Span (E.W.O. #10)	All Required	38,440.31
	Increase	$ 43,140.38
	Subtotal	$1,441,599.38
	Engineering	174,806.62
	TOTAL	$1,616,406.00

Length of Roadway -----------	0.258 mile
Length of Structure ---------	0.092 mile
Total	0.350 mile

Cost of Roadway per mile ----$1,841,085.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 475,000.00	$ 380,000.00	$ 95,000.00
Structure	1,616,406.00	1,293,124.00	323,282.00
TOTAL	$2,091,406.00	$1,673,124.00	$418,282.00

Group 1 100% Group 8 00%
Contract No. 8877
Prefix: 104-1029

88 Ti

STATE COPY L,

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 10 - 158		
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 1	10/26/81	Project Number BRS-133(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 14 , 19 79 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,037,683.00	$ 2,048,266.00
Federal funds	$ 1,630,146.00	$ 1,638,613.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 21, 1981

Federal Aid Project
No. BRS-133(5)

Walluski River Bridge Section
Nehalem Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (37+25 to Sta. 43+19)(Sta. 48+04 to Sta. 55+75)

Subtotal of previous estimate of June 25, 1981	$ 419,513.00
SUBTOTAL	$ 419,513.00
Engineering	55,487.00
TOTAL	$ 475,000.00

Type Code X036
Structure Br. #2320A (Sta. 43+19 to Sta. 48+04)

Total the same as previous estimate of May 2, 1979	$1,573,266.00

Length of Roadway -------------- 0.258 mile
Length of Structure ------------ 0.092 mile
TOTAL 0.350 mile

Cost of Roadway Per Mile -------$1,841,085.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 475,000.00	$ 380,000.00	$ 95,000.00
	1,573,266.00	1,258,613.00	314,653.00
	$2,048,266.00	$1,638,613.00	$409,653.00

Group 1 100%; Group 8 00%
Contract No. 8877
Prefix: 104-1029

8877

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-49		County Clatsop
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 7-1-81	Project Number BRS-133 (5)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,977,403.00	$ 2,037,683.00
Federal funds	$ 1,581,922.00	$ 1,630,146.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of July, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon June 25, 1981

Federal Aid Project
No. BRS-133 (5)

Walluski River Bridge Section
Nehalem Highway
Clatsop County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 37 + 25 to Sta. 43 + 19) (Sta. 48 + 04 to Sta. 55 + 75)

Subtotal of previous estimate of May 2, 1979	$ 359,233.00

Previous Estimate

Flagman	500 Hour	20.00		10,000.00
Trench Excavation	1475 Cu. Yd.	7.00		10,325.00
1" - 0 Aggregate Base	4450 Ton	9.50		42,275.00
Loose Riprap	190 Cu. Yd.	15.00		2,850.00
				$ 65,450.00

Revised Estimate

Flagman	2900 Hour	20.00		58,000.00
Trench Excavation	1750 Cu. Yd.	7.00		12,250.00
1" - 0 Aggregate Base	5300 Ton	9.50		50,350.00
Loose Riprap	342 Cu. Yd.	15.00		5,130.00
				$ 125,730.00
			Increase	$ 60,280.00
			Subtotal	419,513.00
			Engineering	44,904.00
			Total	$ 464,417.00

Type Code X036
Structure Br. #2320A (Sta. 43 + 19 to Sta. 48 + 04)

Total the same as previous estimate of May 2, 1979	$1,573,266.00

Length of Roadway - - - - - - - - - - 0.258 mile
Length of Structure - - - - - - - - - 0.092 mile
Total 0.350 mile
Cost of Roadway Per Mile- - - - - - $ 1,800,065.98

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 464,417.00	$ 371,533.00	$ 92,884.00
Structure	1,573,266.00	1,258,613.00	314,653.00
	$2,037,683.00	$1,630,146.00	$407,537.00

Group 1 - 100%   Group 8 - 00%
Contract No. 8877
Prefix 104-1029

8877 STATE COPY 9

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. [redacted] 5-159	. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-14-79	ate Oregon County Clatsop Project No. BRS-133(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

202, 1.6 Mi. S.E. of Astoria SCL

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-21-79	0.350
OTHER *(Specify)*		

FUNDS Pro Rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,977,403.00	$ 1,581,922.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

REGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
ssistant State Highway Engineer
(Title)
~~By~~ For: H. S. Coulter
State Highway Engineer
(Title)
By ____________ ____________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator MAY 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, May 2, 1979

Federal-Aid Project
No. BRS-133(5)

WALLUSKI RIVER BRIDGE SECTION
NEHALEM HIGHWAY
CLATSOP COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 37+25 to Sta. 43+19) (Sta. 48+04 to Sta. 55+75)

Mobilization	All	Required (25%)		$ 40,000.00
Temporary Protection and Direction of Traffic	All	Required		7,000.00
Temporary Signs	220	Sq.Ft.	10.00	2,200.00
Temporary Barricades	16	Each	110.00	1,760.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	100	Lin.Ft.	13.00	1,300.00
Temporary Guard Rail, Type 1A	488	Lin.Ft.	15.00	7,320.00
Temporary Traffic Signal Installation	All	Required		17,000.00
Temporary Plastic Safety Markers	13	Each	80.00	1,040.00
Temporary Delineators	32	Each	25.00	800.00
Temporary Reflective Pavement Markers	48	Each	8.00	384.00
Flagmen	500	Hour	20.00	10,000.00
Clearing and Grubbing	All	Required		15,000.00
Removal of Structures and Obstructions	All	Required		1,000.00
Embankment in Place	10,450	Cu.Yd.	6.00	62,700.00
Toe Trench Excavation	40	Cu.Yd.	20.00	800.00
Selected Embankment in Place	3,080	Cu.Yd.	6.00	18,480.00
Trench Excavation	1,475	Cu.Yd.	7.00	10,325.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Watering	240	M-gal.	15.00	3,600.00
1" - 0 Aggregate Base	4,450	Ton	9.50	42,275.00
Class "B" Asphalt Concrete	1,600	Ton	30.00	48,000.00
Asphalt Membrane	1,440	Sq.Yd.	5.00	7,200.00
6-inch Culvert Pipe	136	Lin.Ft.	6.00	816.00
12-inch Culvert Pipe	40	Lin.Ft.	9.00	360.00
36-inch Culvert Pipe	230	Lin.Ft.	45.00	10,350.00
Extra for Pipe Under Pavement	60	Lin.Ft.	40.00	2,400.00
Bedding Material	95	Cu.Yd.	13.00	1,235.00
Concrete Manholes	1	Each	1,300.00	1,300.00
8-inch Drain Pipe	60	Lin.Ft.	9.00	540.00
Special Filter Material in Drains	8	Cu.Yd.	15.00	120.00
Guard Rail, Typed 1A	1,400	Lin.Ft.	15.00	21,000.00
Guard Rail, Type 3	100	Lin.Ft.	30.00	3,000.00

Guard Rail Anchors, Type 1	4 Each	250.00	$ 1,000.00
Rail End Pieces, Type C	4 Each	150.00	600.00
Type 2 Fence	870 Lin.Ft.	5.00	4,350.00
Loose Riprap, Class 50	190 Cu.Yd.	15.00	2,850.00
Delineators	241 Each	22.00	528.00
Roadside Seeding and Mulching	1 Acre	1,000.00	1,000.00
			$354,633.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 500.00
Temporary Pavement Striping (S.F.)	All Required	500.00
Remove Pavement Striping (Exist. & Temp.) (S.F.)	All Required	1,000.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
On-the-Job Trainees (2 at $800)	All Required	1,600.00
		$ 4,600.00
	Subtotal	$359,233.00
	Engineering	44,904 00
	Total	$404,137.00

Type Code X036
Structure Br. #2320A (Sta. 43+19 to Sta. 48+04)

Mobilization	All Required (75%)		$ 120,000.00
Bridge Removal Work	All Required		75,000.00
Structure Excavation	45 Cu.Yd.	25.00	1,125.00
Furnish Pile Driving Equipment	All Required		100,000.00
Furnish 16-inch Prestressed Concrete Piling	4,010 Lin.Ft.	21.00	84,210.00
Furnish HP 10x42 Steel Piling, Domestic	11,300 Lin.Ft.	10.00	*113,000.00
Drive Composite Piles	10,774 Lin.Ft.	3.00	32,322.00
Drive Steel Piles	1,332 Lin.Ft.	2.00	2,664.00
Structural Concrete, Class 3300 (355 C.Y.)	All Required		237,000.00
4' x 35'/40' Prestressed Slabs	18 Each	2,400.00	43,200.00
4' x 40'/45' Prestressed Slabs	9 Each	2,500.00	22,500.00
4' x 45'/50' Prestressed Slabs	45 Each	2,600.00	117,000.00
Reinforcement (47,600 Lbs.)	All Required		31,000.00
Reinforced Concrete Bridge End Panels	150 Sq.Yd.	55.00	8,250.00
Structural Steel, Domestic (153,000 Lbs.)	All Required		*178,760.00

Steel Grid Decking, Domestic	4,340	Sq.Ft.	20.50	$ * 88,970.00
Bearing and Roller Devices	12	Each	5,100.00	61,200.00
Three Tube Metal Railing	994	Lin.Ft.	57.00	56,658.00
Lumber and Timber, Treated	16	M-FBM	1,600.00	25,600.00
	Subtotal (Alt. A) (Domestic)			$1,398,459.00
	Engineering			174,807.00
	Total			$1,573,266.00

*Alternate "A" Items

Length of Roadway - - - - - - - 0.258 Mile
Length of Structure - - - - - - 0.092 Mile

Total - - - - - 0.350 Mile

Cost of Roadway Per Mile- - - $1,566,422.48

Work Retained in Program Status
(Not included in amounts below.)

Construct Removable Span Lift Frame	All Required	$ 1,500.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 404,137	$ 323,309	$ 80,828
Structure	1,573,266	1,258,613	314,653
Total	$1,977,403	$1,581,922	$395,481

Group 1 - 100%;   Group 8 - 00%
Contract No. 8877
Prefix 104-1029

Oregon State Highway Division
Salem, Oregon, May 2, 1979

Federal-Aid Project
No. BRS-133(5)

WALLUSKI RIVER BRIDGE

(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 1,000.00

8877 HSC L,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5
#8877

DATE: January 7, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Walluski River Bridge
Contract No. 8877

This project has been completed and the final project costs reveal the need for an increase in the project authorization of $105,213.80, or 5.3 percent.

A major cause of the overrun of the authorization was the need to revise the moveable span. This work was partially done by the contractor under Force Account No. 10 at a cost of $38,440 with the remainder of the work performed by State forces at a cost of $12,328. Additional piling work cost $16,657 and the temporary relocation of a power line cost another $4,334.

Engineering cost overran approximately $21,000 due primarily to the revision work necessary for the moveable span. The remainder of increased project cost was the result of numerous but relatively small added work items and overrun of bid items. All of the project cost is eligible for federal participation except for approximately $900 of traffic damage repair work.

It is recommended that the authorization for this project be increased by $105,213.80 to a new total of $2,085,429.80. This matter will be on the consent calendar for the January 19 meeting.

bc: Fred Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

OBJ:mk 1b

Form 734-3123

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: January 6, 1982

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Walluski River Bridge
Contract No. 8877

This project has been completed and the final project costs reveal the need for an increase in the project authorization of $105,213.80, or 5.3 percent.

A major cause of the overrun of the authorization was the need to revise the moveable span. This work was partially done by the contractor under Force Account No. 10 at a cost of $38,440 with the remainder of the work performed by State forces at a cost of $12,328. Additional piling work cost $16,657 and the temporary relocation of a power line cost another $4,334.

Engineering cost overran approximately $21,000 due primarily to the revision work necessary for the moveable span. The remainder of increased project cost was the result of numerous but relatively small added work items and overrun of bid items. All of the project cost is eligible for federal participation except for approximately $900 of traffic damage repair work.

Attached is a rough draft letter to the Transportation Commission as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: C. O. Fredrickson
Chet Anderson
Robert Church
D. E. Swan

ok/R

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Walluski River Bridge
Date November 20, 1981

Highway Nehalem
Contract No. 8877

County Clatsop
Kind of Work Grading, paving & structure.
Contractor Hannon Bros. Construction

	Authorized	Estimated
Contract Amount	1,753,092.00	1,778,765.98
Anticipated Items	7,100.00	10,133.41
Contingency (4½%)	79,208.64	140,597.56
Engineering	140,815.36	160,000.00
Credits		- 4,067.15
PROJECT COST	1,980,216.00	2,085,429.80

NET INCREASE $ 105,213.80 OR 5.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) PA#2 Drive additional piles		$ 7,091.00
(U) PA#3 Install Insulting plates		2,432.00
(U) PA#4 Drainage Curbs		18836.42
(U) PA# 7 Install 12" culvert Pipe		1,413.60
(U) PA#10 Bridge Opening Connections		2,200.00
(U) PA#12 Expansion Joint Sawcuts		1,359.00
(U) FA#1 Mailbox posts		205.20
(U) FA#2 Temporary erosion control		83.60
(U) FA#3 Splice steel piling		4,762.84
(U) FA#4 Splice 16" concrete piling		4,802.84
(U) FA#5 Replace Jam Nuts		722.46
(U) FA#6 Install strut beam		948.07
(U) FA#8 Clean and paint Galvanized steel		677.78
(U) FA#10 Revisions to movable span		38,440.31

Cont. on reverse side

Principal reasons for overruns (Continue on reverse side): The Number and amount of unanticipated items, totaling $87,612.23 including revisions to the lift out span. (FA#10 was $38,440.31 and the latest SFO# 5 for $12,328.00) The contract item overrun was $ 25,674. The engineering overrun was aproxamatly $ 20,000.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by ____________ Resident Engineer
For chet Anderson

Noted by ____________ Construction or ~~Bridge~~ Engineer

Confirmed by ____________ Regional Engineer

Noted by ____________ Deputy or State Highway Engineer

SP*68727-734

OVERRUN ITEMS CONTINUED

Item	Net Change
(U) SFO#2 Maint. of detour	$ 3,000.00
(U) SFO#3 Temp. reloc. of power line	4,334.00
(U) SFO#4 Fab. & paint strut beam	975.00
(U) SFO# 5 Lift Span revisions	12,328.00
Total All Unanticipated Items	$ 87,612.23

8877

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

8877

L,

November 19, 1981

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#8877

Gentlemen:

On November 17, 1981, we wrote to you concerning release of final payment on Contract No. 8877 awarded to Hannan Bros. Construction, Inc. for work on the Walluski River Bridge in Clatsop County.

The total contract amount is $1,897,521.10 including $31,206.62 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Hannan Bros. Construction, Inc.
8416 S. E. Otty Road
P. O. Box 66155
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

cc: OSHD (H S Coulter,

#8877

STATE COPY

10-29-81

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION OF FEDERAL-AID PROJECT
CONSTRUCTED UNDER 23 U.S.C. 117

8877

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
BRS-133(5)	Clatsop	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

1. Construction of highway subgrade, aggregate base and asphalt concrete pavement.
2. Remove existing bridge.
3. Construction of a bridge having a length of 485' and a roadway width of 33.75' over the Walluski River on the Nehalem Highway.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hannan Bros. Construction, Inc.	$ 1,753,092.00

7. NOTICE OF COMPLETION: *The above listed project has been completed and is ready for final inspection.*

SIGNATURE (SHA OFFICIAL) Church For C. T. Keasey

TITLE Assistant State Highway Engineer

8. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	9. DATE OF INSPECTION
W. H. Kappus, Area Engineer	June 18, 1981

10. IN COMPANY WITH
G. Wimer, C. Anderson, F. Lucht, B. Bangert, T. Mossman, J. Moffet & D. Oster

11. REMARKS

The contract work started on May 17, 1979. Some minor work remained at the time of the final inspection and was completed August 27, 1981. The project overran by approximately 3%. This was due mainly to unanticipated changes found necessary to allow for proper opening of the pull-out span. No contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy
11-13-81

12. SIGNATURE	13. TITLE	14. DATE
W H Kappus W. H. Kappus	Area Engineer	Oct 29, 81

Form FHWA-1446C
(Rev. 2-78)

8877

FORM 81-734-3201

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Walluski River Bridge	SECTION: Walluski River Bridge	WEEK ENDING: October 24, 1981
		SECTION PREFIX: 104-1029
	HIGHWAY: Nehalem Highway	COUNTY: Clatsop
	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Hannan Brothers Construction, Inc.	CONTRACT NUMBER: 8877	FEDERAL AID PROJECT NUMBER: BRS-133(5)
DATE OF CONTRACT: April 23, 1979	DATE WORK STARTED: May 17, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE: May 31, 1981	PERCENT OF TIME ELAPSED: all
PROJECT AUTHORIZATION: $ 1,980,216.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,839,400.64	ENGINEERING AUTHORIZATION: $ 140,815.36	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 105
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,915,300.00	ENGINEERING COST TO DATE: $ 176,000.00	DATE PROJECT WAS COMPLETED: August 27, 1981
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 4 %	PERCENT OF AUTHORIZATION: 125 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35	0.35			0.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.35	0.35			0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13530 CY	4450 TON			1600 TON
TOTAL QUANTITIES CORRECTED TO DATE	11942 CY	4613 TON			1785 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11942 CY	4613 TON			1785 TON
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2320A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY 18	Sunny		
MONDAY 19	"		
TUESDAY 20	"		
WEDNESDAY 21	"		
THURSDAY 22	"		
FRIDAY 23	"		
SATURDAY 24			

CAUSE OF DELAY

Third Notification issued effective 10-2-81.

All semi-final data has been submitted.

This is the last Weekly report for this project.

RECEIVED
OCT 26 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No activity
MONDAY 19	"
TUESDAY 20	"
WEDNESDAY 21	"
THURSDAY 22	"
FRIDAY 23	"
SATURDAY 24	"

REMARKS

No activity.th

All semi - final data complete.

Third notification issued effective October 2, 1981.

Since all semi-final data has been submitted and third notification has been issued, this is the last weekly report for this project.

SIGNED C Anderson LOCATION Astoria
Chet Anderson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8877

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

August 7, 1981

CON 5 #8877

Hannah Bros. Construction, Inc.
P.O. Box 66155
Portland, OR 97266

Re: Time Extension Request
Walluski River Bridge
FAP No. BRS-133(5)
Contract No. 8877

Gentlemen:

In accord with your request, the specified completion date for phase (b) of the above contract is extended to a revised specified completion date of August 31, 1981. This contract time extension is granted due to work to be performed under Order For Extra Work No. 10, provide and install fixtures on existing removable span.

Sincerely,

CT Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Chet Anderson "
FHWA "
Robert Church

R

RECEIVED
STATE HWY ENGR
AUG 7'81
REFER TO

FOR

Info	Inves	B/D	D/R	Sign	Act	File

Form 734-3123

104-1029

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: August 3, 1981

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Walluski River Bridge Project
Nehalem Highway
Contract 8877

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Hannan Bros. Construction Co. in the attached formal request which contains the consent of their surety, Safeco Insurance Co. of America, asks for "25 additional work days to accomplish the modification of the steel span..."

The contract specifies two completion dates of: (a) November 30, 1980, and (b) May 31, 1981. The contractor met the (a) portion November 26, 1980, and the (b) portion May 30, 1981, except we placed the project on a suspension of work order May 29, 1981, and on July 29,1981, issued a resume to work order effective July 31, 1981.

Resident Engineer Chet Anderson in his attached July 29, 1981, letter states that on July 23, 1981, he requested the contractor to proceed with additional work on a force account basis that the contractor anticipates and requests five additional weeks to complete. This effectively extends the project to August 31, 1981, which both Mr. Anderson and this office recommend.

Attch.
GW/rgb
cc: Chet Anderson

8-6-81

CTK -
I concur with Region and Resident.

5480

77

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 6 1980
NORMA PAULUS
SECRETARY OF STATE

October 3, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8877

Cascade Steel Fabricators, Inc.
P. O. Box 2279
Eugene, OR 97402

Attention: Howard E. Hatfield
Secretary/Treasurer

RECEIVED
OCT 6 1980
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
OCT 7 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

Your claim letter dated September 8, 1980, addressed to the Highway Department in Astoria, has been referred to this office for handling. This claim is for labor and material in the amount of $109,291.11 furnished to Willamette Western Corporation, subcontractor, on the Walluski River Bridge.

The claim states this is in reference to the Hannan Bros. Construction, Inc. Contract No. 8877 for work on the Walluski River Bridge on the Nehalem Highway in Clatsop County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward a copy to the Secretary of State for filing. This filing will protect your claim under the bond.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Hannan Bros. Construction, Inc.
8416 S.E. Otty Road
P. O. Box 66155
Portland, OR 97266

Safeco Insurance Company
of America
1500 S.W. First Avenue
Portland, OR 97201

bc: ✓Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Noted on Card
10-8-80 dmc

STATE OF OREGON

INTEROFFICE MEMO

TO: George Hopkins
Construction Operations Engineer

DATE: September 23, 1980

REGION 2
RECEIVED
SEP 24 1980
RLE RSE
RE ROE RME RTE HOE
ULE GEO RSO ENV RFE

FROM: Carter
For Chet Anderson, Res. Engr.

SUBJECT: Notice of Claim
Walluski River Bridge
Nehalem Highway
Clatsop County
Contract No. 8877

For your information and appraisal, please find attached, aletter of notification from Cascade Steel Fabricators Inc., of claim for nonpayment for materials, partially delivered, for the subject project, against willamette western Corp., a subcontractor of Hannan Bros. Construction Inc., prime contractor on the project.

Cascade may intend to make claim for payment under section 107.28 of strandard Specifications for highway Construction-1974. Please advise this office of any action which would be appropriate if any.

cc Chet Anderson — Please address Correspondence through Region. I assume G Hopkins will in this case forward claim notice to Bob Gormsen

Encl:

cc: Region 2
file

cc G Hopkins

cc Bob Gormsen w/attach

RECEIVED
2 6 1980
COMM... ...ICES
DEPARTMENT OF ...RTATION

Contains Recycled Materials

CASCADE STEEL FABRICATORS

Phone (503) 485-1221 1381 Bailey Hill Road P.O. Box 2279 Eugene, Oregon 97402

September 8, 1980

Oregon State Highway Department
P. O. Box 1104
Astoria, Oregon 97103

Attention: Mr. C. Anderson
Resident Engineer

NOTICE IS HEREBY GIVEN:

That the undersigned CASCADE STEEL FABRICATORS, INC., an Oregon Corporation located at 1381 Bailey Hill Road, Eugene, Oregon has a claim for labor and material in the amount of $109,291.11.

The above labor was performed and material furnished by claimant and its employees in the construction of the Walluski River Bridge, Nehalem Highway 202, Clatsop County, under contract between Willamette Western Corporation, subcontractor and claimant.

The total sum is hereby claimed against the bond, wherein HANNAN BROS. CONSTRUCTION, INC. General Contractors, as PRINCIPAL and SAFECO INSURANCE COMPANY OF AMERICA as Surety, for the work of construction of the Walluski River Bridge as described above.

Dated this 8th day of September, 1980

Howard E. Hatfield
Howard E. Hatfield
Secretary/Treasurer
CASCADE STEEL FABRICATORS, INC.

RECEIVED
OCT 2 - 1980
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

HH/jf

8877

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1980

In Reply Refer to
File No. CON 5 #8877

Hannan Bros. Construction, Inc.
Post Office Box 66155
Portland, OR 97266

Re: Time Extension Request
Walluski River Bridge
FAP No. BRS-133(5)
Contract No. 8877

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. None of the reasons given in your request are bona fide reasons for additional contract time and your request must be denied.

Slow or late performance, whether by the contractor or his subcontractor, is not beyond the control of the contractor. The simple fact that your subcontractor, Willamette Western Corp., was late in the completion of the subcontracted work due to late materials delivery is not a bona fide reason for additional contract time.

High tides and inclement weather are reasonably predictable in this area and do not constitute a bona fide reason for additional contract time.

If you wish to review this matter further or to submit additional data, please contact Resident Engineer Anderson.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson (w/att.)
Chet Anderson "
FHWA "

RECEIVED
STATE HWY ENGR

SEP 8 '80

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

8877 L.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRS-133(5)
Second Relocation of Power Pole
Pacific Power & Light Co.
Clatsop County

Date: June 5, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.7-OR

To: Mr. H. S. Coulter, State Highway Engineer

Approval action for the request contained in Mr. Swan's letter of May 28, 1980 is contained in the approved Certification Acceptance Plan for the State of Oregon.

NOTED
H. S. COULTER

G. K. H[illegible]
for G. L. Green

cc:
OSHD (J M Cartwright, R/W)

RECEIVED
STATE HWY ENGR
JUN 6 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6/9
cy
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STATE OF OREGON 1859

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

RECEIVED
TECHNICAL SERVICES
MAY 30 '80
REFER TO

FOR

Info	Invest	R/O	O/R	Sign	Agt	File

NOTED
E. S. HUNTER

ROW 18-4

May 28, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Second Relocation of Power Pole
Pacific Power & Light Co.
Walluski River Bridge Section
Nehalem Highway
Clatsop County
Project No. RS-133(1)

Here is a copy of a lump sum estimate of cost for the second relocation of a Pacific Power & Light Company pole and a sketch showing the relocation.

It is the State's policy to reimburse a utility for second relocation of its facilities caused by State's change of plans or engineering error. Explanation of the reason for second relocation is contained in State's conflict letter dated March 21, 1980; a copy of which is attached.

The conflict was not originally anticipated. The Company was advised verbally of the conflict as soon as it was known. The verbal notification was confirmed by our 3/21/80 letter to the utility.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 13, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $4,334.

Yours truly,

D. E. Swan

D. E. Swan
Operation Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Don Bedford

Form 734-3123

L

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

ROW 18-4

March 21, 1980

Mr. Byron C. Ward
Highway Relocation Coordinator
Pacific Power & Light Company
920 SW Sixth Avenue
Portland, OR 97204

Aerial Power Line Conflict
Walluski River Bridge Section
Nehalem Highway
Clatsop County
Project No. RS-133(1)

Bids were received by the Oregon Transportation Commission on the above-titled highway project on February 22, 1979. My letter of November 22, 1978 advised you of a power pole located 38' left of Station 53+10 as being in conflict with the construction requirements of the subject project and required adjustment.

Pacific Power and Light Company, as requested, relocated the power pole to a location approved by the State. Your relocated power line facilities have now been found to be in conflict with the installation of fender piling at Bridge Bents #7 & #8. Additional temporary relocation of the power lines will, therefore, be required to accomodate the fender piling installation. Since your Company made the original relocation to a position approved by the State, the additional cost of a temporary relocation will be reimbursed by the State. I have been advised that the State's contractor will provide the required trenching for the temporary relocation and that the cost to the State will be for materials only at an estimated cost of $4,334.

Upon completion of the temporary relocation work, please submit an itemized statement of material costs and a sketch showing the temporary relocation. Reimbursement will be made on an actual cost basis upon receipt of your itemized statement.

Further information concerning construction details may be secured from Mr. Chester A. Anderson, Resident Engineer; PO Box 1104; Astoria, OR 97103; telephone 325-4732. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required for highway construction and relocation should be addressed to Mr. Donald Bedford; Region Utility Engineer; 2960 E. State Street; Salem, OR 97310; telephone 378-2626.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Engineer

RECEIVED
STATE HWY ENGR
MAR 21 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

JMC/vlw
cc: James Welsch
PP&L-Astoria
bc: G.L. Green
H.S. Coulter
Rich Evans
C.O. Fredrickson
C.A. Anderson
Don Bedford

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8877

Form E-26-66

1-F

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Walluski River Bridge	**Date**	July [illegible]
Highway	Nehalem	**Contract No.**	8877
County	Clatsop	**Prefix**	104-1029
Contractor	Hannan Bros. Construction, Inc.	**F. A. Project No.**	BRS-133(5)
Address	P.O. Box 66155 Portland, Oregon 97266	**Order No.**	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Splice the 16-inch prestressed concrete piling when the driven length of the composite piling goes below the cutoff elevation before reaching the specified bearing.

Location by station numbers: Sta. 43+19 to Sta. 48+04 (Bridge No. 2320A)

Estimate of quantities and cost:

Materials, equipment and labor.........$2,300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Several composite test piles have not reached the specified bearing given the order lengths shown in the special provisions. Before driving can continue, a prestressed section, spliced to the composite pile in place is required. The standard Specifications for Highway Construction, 1974 Edition, shall apply to all work done under this extra work order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,980,216.00
Present estimate of project cost, including $ 2,300.00 for work under this order	$1,980,216.00
Expected under-run over-run amount	$ 0.00
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Walter Bartl
Resident Engineer
For Chet Anderson,

Approval Recommended: Reg 2
Division Engineer
Jly. 31-79

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved for
7-27-79
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

5

#8877 4

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

FROM: ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Asst. Bridge Engineer

DATE: June 18, 1979

SUBJECT:
Walluski River Bridge
Bridge 2320A, CON 8877
Clatsop County
Revised Coast Guard Permit

E S HUNTE

Attached for your records is an amendment to Coast Guard Permit 54-78 for the subject project. The amendment consists of a permit letter, a revised sheet, No. 3, and an additional sheet 3A.

Sheet 3 should replace the existing sheet 3 and sheet 3A should be added to the permit drawings. These sheets reflect the details of the structure as shown on the construction plans and do not require revision to the contract.

RWE:dh
Attach.
~~cc~~ E. S. Hunter /w/ attach.
D. H. Moehring /w/ attach.
J. H. Versteeg /w/ attach.
C. T. Keasey /w/ attach.
Gary Potter /w/ attach.
Herb Schell (FHWA) /w/ attach.
T. G. Thompson /w/ attach.

RECEIVED
TECHNICAL SERVICES
JUN 19 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81.125.1367

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

AMENDMENT TO BRIDGE PERMIT
(54-78a)

JUN 8 1979

WHEREAS by a permit issued 9 May 1978, the Commandant of the Coast Guard approved the location and plans of a bridge to be constructed by the State of Oregon across the Walluski River near Astoria, Oregon, under authority of the General Bridge Act of 1946;

AND WHEREAS condition 1 of that permit provides that no deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant;

AND WHEREAS the - STATE OF OREGON - has submitted for approval plans indicating modification to the previously approved plans;

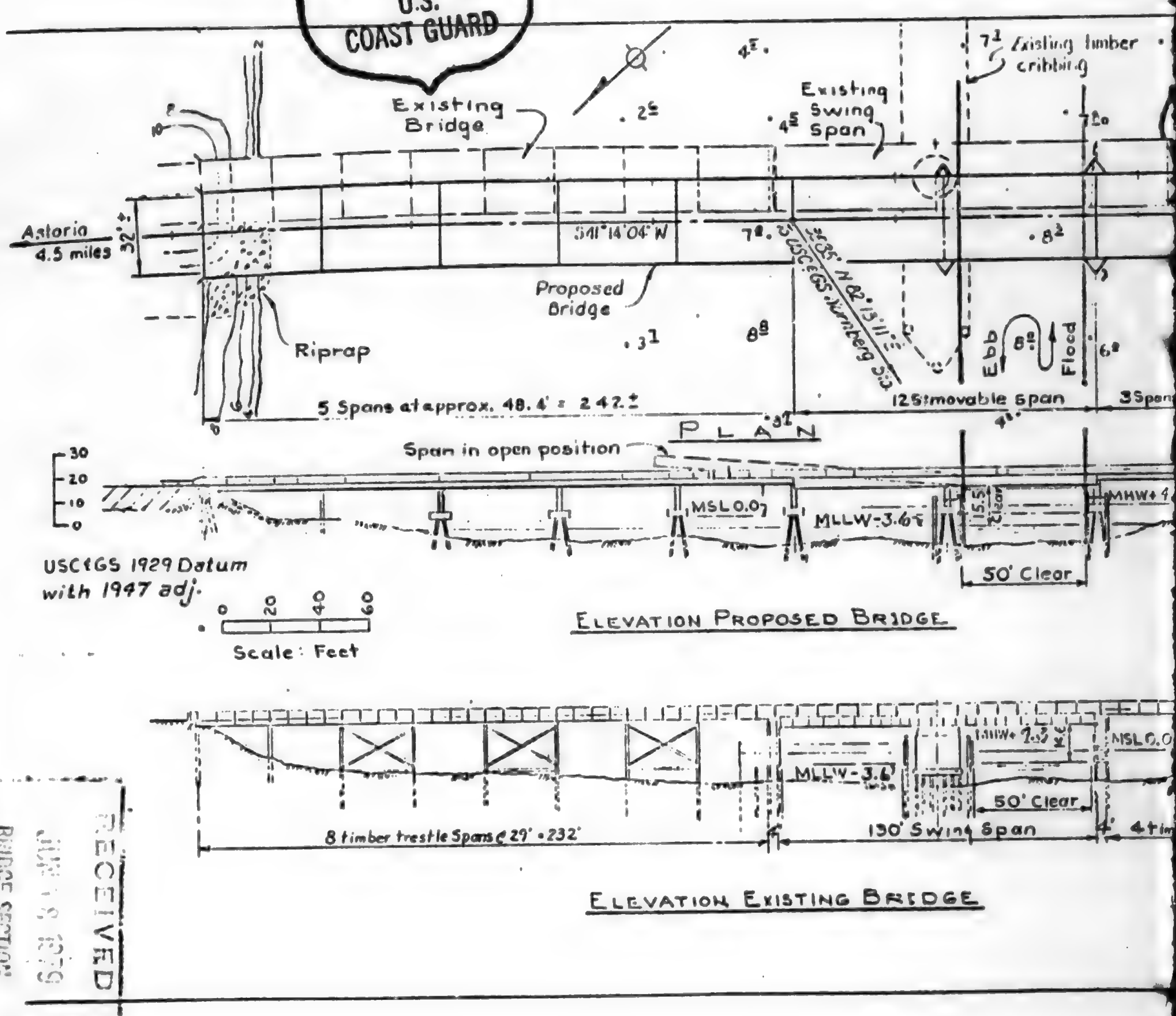
NOW THEREFORE, This is to certify that the location and plan sheet 3 (of 3) revised 22 February 1978 and sheet 3A dated 20 February 1979 hereby approved supersede plan sheet 3 (of 3) revised 22 February 1978 previously approved and supplement the previously approved sheets 1 and 2 dated January 1978. In granting this approval, all conditions to which the original permit was subject remain in force.

A T Meschter
A. T. MESCHTER
Assistant Chief, Bridge Division
By direction of the Commandant

NOTED
R. W. ELLISON

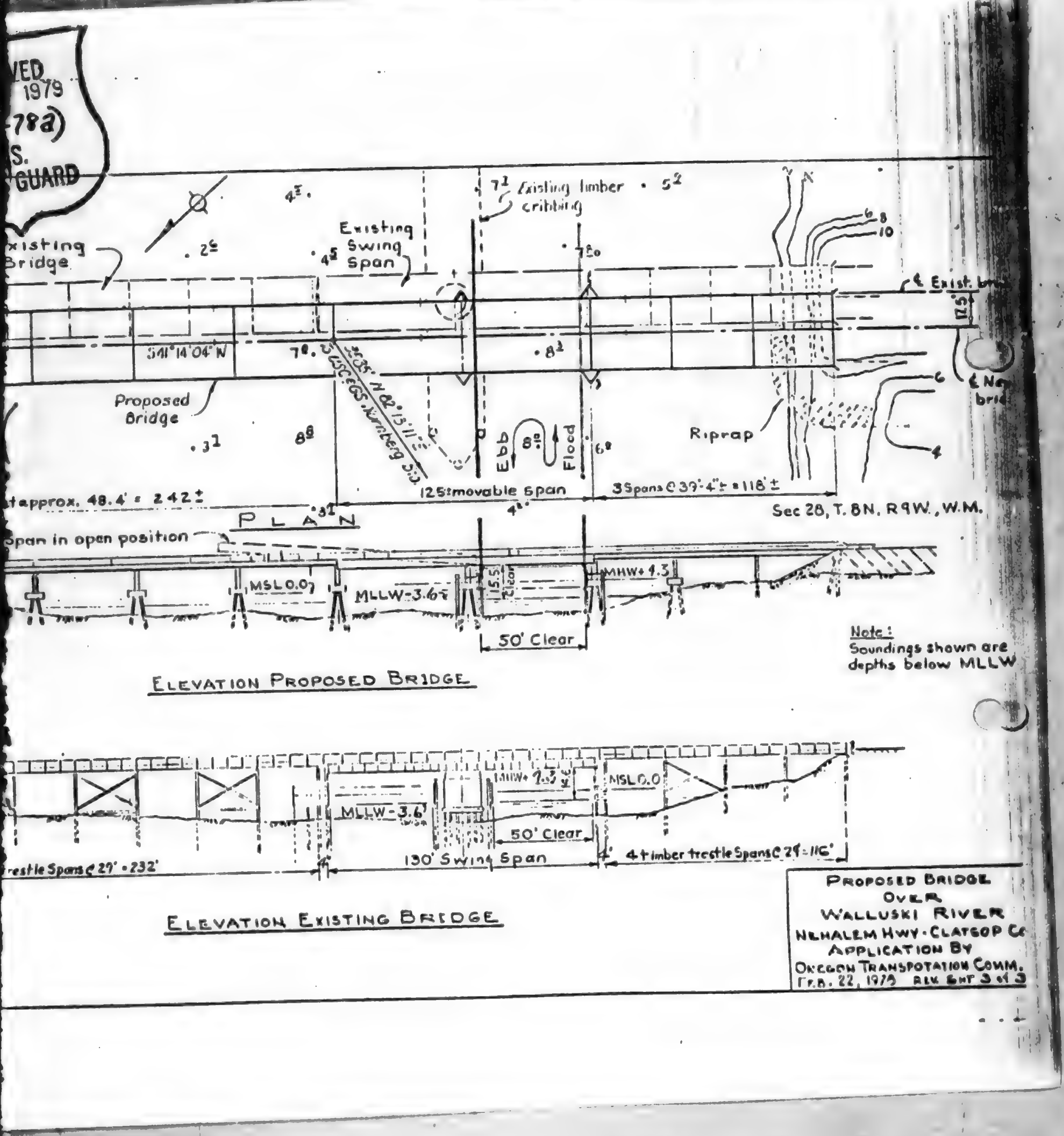
SPEED LIMIT 55
It's a law we can live with.

APPROVED
JUN 8 1979
P(54-78a)
U.S.
COAST GUARD


N
Existing Bridge
Existing Swing Span
7± Existing timber cribbing
Astoria 4.5 miles
32'±
S41°14'04"W
USC&GS Kornberg 3rd
Proposed Bridge
Riprap
Ebb
Flood
5 Spans at approx. 48.4' = 242.±
125± movable Span
3 Spans
PLAN
Span in open position
MSL 0.0
MLLW -3.6±
MHW+4
50' Clear
USC&GS 1929 Datum with 1947 adj.
0 20 40 60
Scale: Feet
ELEVATION PROPOSED BRIDGE
MLLW -3.6
MSL 0.0
50' Clear
8 timber trestle Spans @ 29' = 232'
130' Swing Span
4 tim
ELEVATION EXISTING BRIDGE

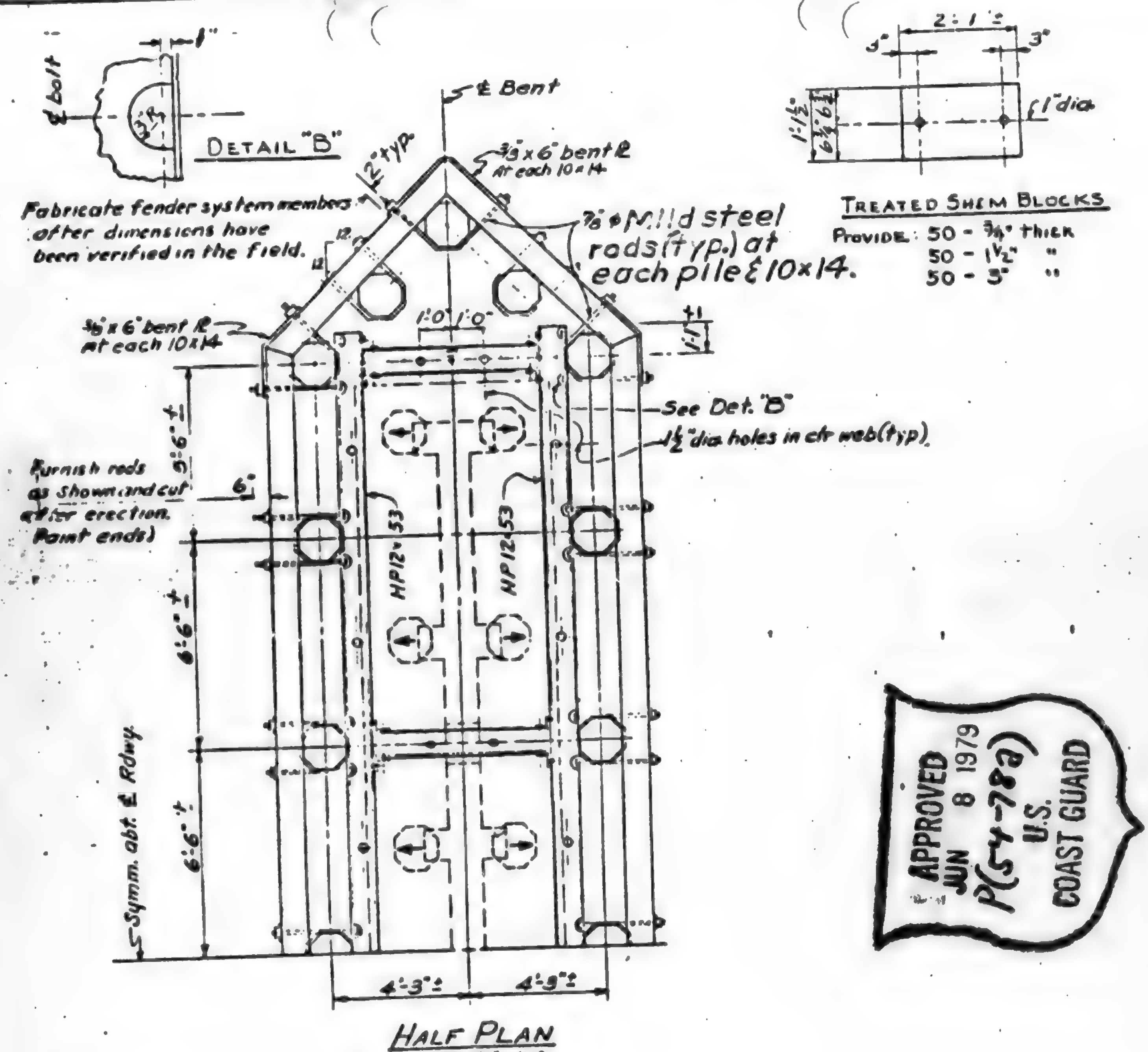
RECEIVED
JUN 18 1979
BRIDGE SECTION

VED
1979
-78a)
S.
GUARD



7½ Existing timber cribbing
5²
4⁵
Existing Bridge
2⁶
4⁸
Existing Swing Span
7⁰
6
8
10
℄ Exist. br
17.5'
S41°14'04"N
7⁶
8³
USC&GS Kornberg 3.2
N 82°13'11"E
℄ New bridge
Proposed Bridge
3¹
8⁸
Ebb
8⁰
Flood
6⁸
Riprap
6
4
at approx. 48.4' = 242±
125± movable span
3 Spans @ 39'-4"± = 118'±
4⁰
3¹
PLAN
Sec 28, T. 8N, R9W., W.M.
Span in open position
MSL 0.0
MLLW -3.6
15.5
21.0
MHW+4.3
50' Clear
Note: Soundings shown are depths below MLLW
ELEVATION PROPOSED BRIDGE
MHW+2.3
MLLW -3.6'
MSL 0.0
50' Clear
trestle Spans @ 29' = 232'
130' Swing Span
4 timber trestle Spans @ 29' = 116'
ELEVATION EXISTING BRIDGE

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY - CLATSOP Co
APPLICATION BY
OREGON TRANSPORTATION COMM.
FEB. 22, 1979 REV. SHT 3 of 3



1"
℄ bolt
2½ R
DETAIL "B"
℄ Bent
1/2" typ.
⅜ x 6" bent ℞ At each 10×14
Fabricate fender system members after dimensions have been verified in the field.
⅞ ϕ Mild steel rods (typ.) at each pile ℄ 10×14.
12
12
1'-0" 1'-0"
⅜ x 6" bent ℞ at each 10×14
1'-1"
See Det. "B"
1½" dia. holes in ctr web (typ).
Furnish rods as shown and cut after erection. Paint ends)
6"
5'-6" ±
6'-6" ±
6'-6" ±
HP12×53
HP12×53
Symm. abt. ℄ Rdwy.
4'-3" ±
4'-3" ±
2'-1" ±
3"
3"
1'-1½"
6¾"
6¾"
1" dia.
TREATED SHIM BLOCKS
PROVIDE: 50 - ¾" thick
50 - 1½" "
50 - 3" "

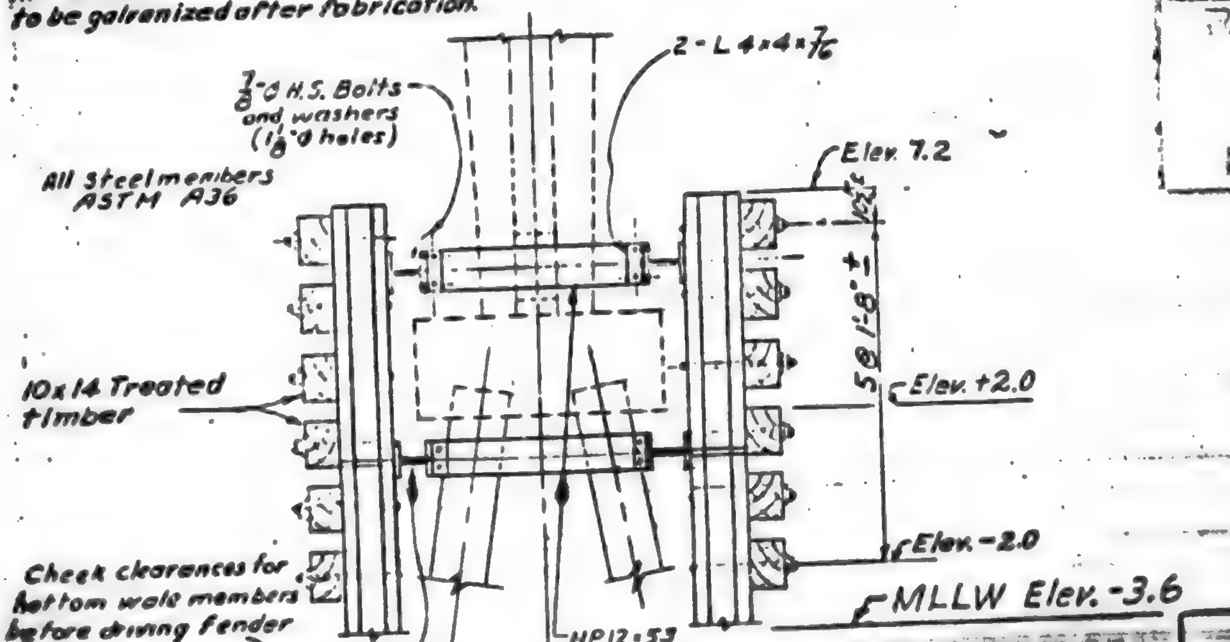
HALF PLAN
Scale: 3/16" = 1'-0"

APPROVED
JUN 8 1979
P(54-78a)
U.S.
COAST GUARD

➡ Denotes pile batter 2:12

All steel to be galvanized after fabrication.

RECEIVED
JUN 18 1979
BRIDGE SECTION



2-L 4×4×7/16
⅞" ϕ H.S. Bolts and washers (1⅛" ϕ holes)
All steel members ASTM A36
Elev. 7.2
1'-2"
5 @ 1'-8" ±
Elev. +2.0
10×14 Treated timber
Elev. -2.0
Check clearances for bottom wale members before driving fender pile.
MLLW Elev. -3.6
HP12×53

Scale: Feet

ELEVATION
FENDER SYSTEM
BENTS 7 & 8

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY - CLATSOP Co.
APPL. SHEET

8877

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-133(1)

STATE PROJECT NO. See below

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70209

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO [illegible]
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File

5-7
[illegible]

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-1-79

FEDERAL ROUTE NUMBER Secondary 133

STATE ROUTE NUMBER Secondary 102

GENERAL LOCATION:
Walluski River Bridge

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979, I approve the revised preliminary engineering costs to a TEC of $83,000 with Federal participation limited to $71,210.

No preliminary engineering charges are eligible after April 23, 1979 which is date of award of contract for construction phase of this project.

DATE 5-1-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-707

8877

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

NOTED
H. S. COULTER

April 27, 1979

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Att: R. C. Walton, Chief
Aids to Navigation Branch

Ref: PN 78-N-05 (Walluski River - Bridges)

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 2817 to be issued by the Division of State Lands.

Sincerely,

Victor Atiyeh
Governor

VA:na

cc: Oregon State Highway Division ✓
Department of Environmental Quality
Department of Fish and Wildlife
U. S. Fish and Wildlife Service
Division of State Lands

RECEIVED
STATE HWY ENGR
MAY 4 - '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

5-4
cys to
Versteeg
Hart

8

8877 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-21-79

LETTER OF APPROVAL AI /OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRS-133(5)

STATE JECT NO. See below

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70209

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 22 '79
REFER TO
Machren of Jk
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-31-79	3-21-79	Secondary 133
		STATE ROUTE NUMBER Secondary 102

GENERAL LOCATION:

Walluski River Bridge Section

GENERAL DESCRIPTION OF WORK:

Revised PS&E Documents

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 19, 1979, I approve the revised PS&E documents for a TEC NTE of $1,723,143 - Federal Funds $1,378,514.

A signed copy of the revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-21-79	Walach	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8877

8

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

March 1, 1979

Refer:
16591
Bridge Permit
(54-78)

Proposed Walluski River Br.
Nehalem Highway
Bridge 2320A
Clatsop County

Enclosed is one reproducible tracing and four prints of Sheet 3A for the fender system of the subject bridge.

This drawing provides the information requested in your February 12, 1979 letter. Please note that the footing elevations at Bents 7 and 8 have been raised to Elevation -2.0 for construction purposes.

Please advise us of your concurrence for these revisions.

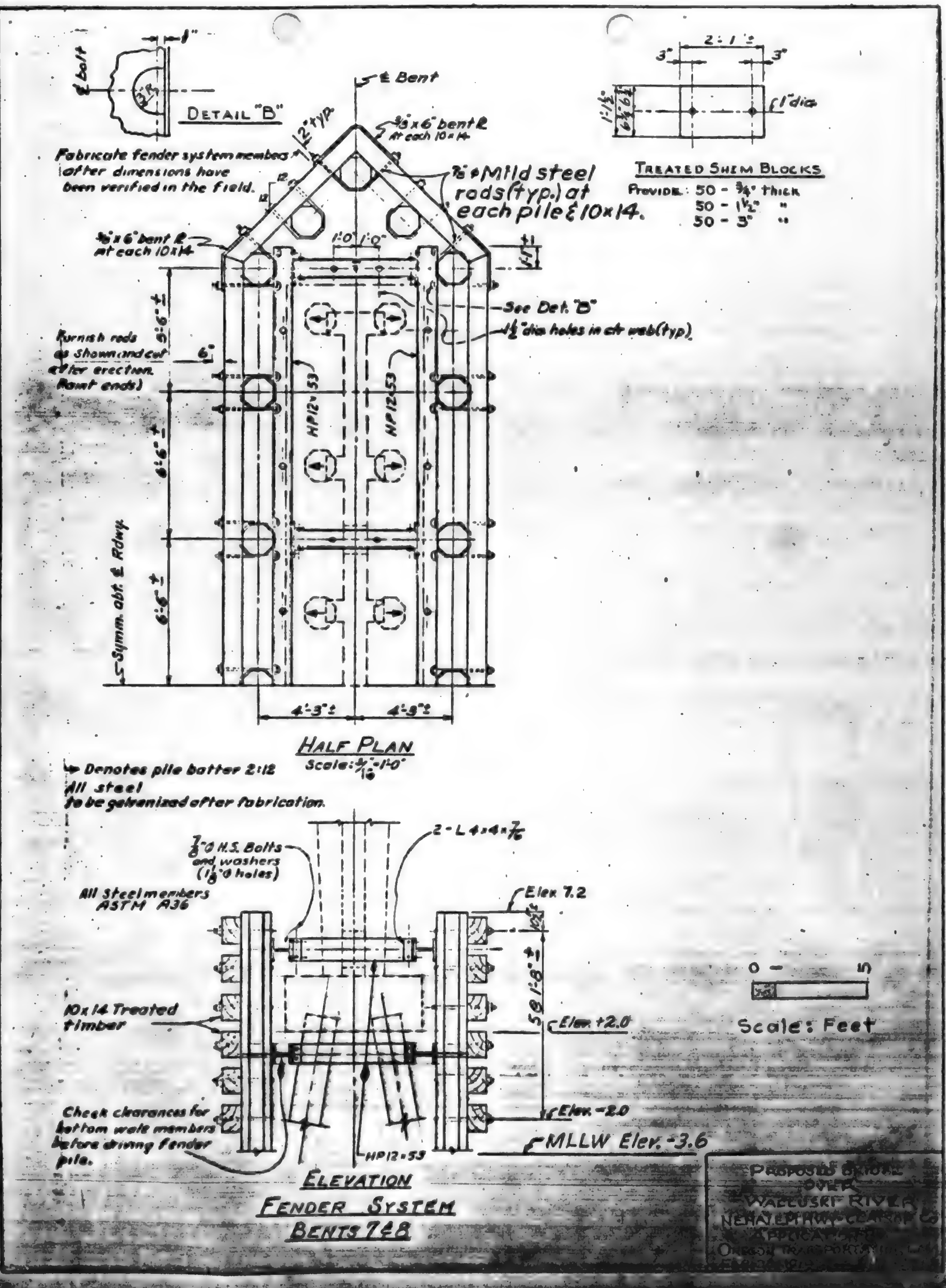
Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Assistant Bridge Engineer

cc E. S. Hunter
FHWA /w/ encl.
C. O. Fredrickson /w/ encl.

RECEIVED
TECHNICAL SERVICES
MAR 2 79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File


1"
℄ bolt
DETAIL "B"
Fabricate fender system members after dimensions have been verified in the field.
℄ Bent
12" typ.
3/8 x 6" bent PL At each 10x14
7/8" ϕ Mild steel rods (typ.) at each pile & 10x14.
3/8 x 6" bent PL at each 10x14
1'-0" 1'-0"
See Det. "B"
1 1/2" dia. holes in ctr web (typ.)
Furnish rods as shown and cut after erection. Paint ends)
5'-6" ±
6"
HP12x53
HP12x53
6'-6" ±
6'-6" ±
Symm. abt. ℄ Rdwy.
4'-3" ±
4'-3" ±
2'-1" ±
3"
3"
1'-1 1/2"
1" dia.
TREATED SHIM BLOCKS
PROVIDE: 50 - 3/4" thick
50 - 1 1/2" "
50 - 3" "
7/8" ϕ H.S. Bolts and washers (1 1/8" ϕ holes)
2-L 4x4x7/16
All steel members ASTM A36
Elev. 7.2
5 @ 1'-8" ±
Elev. +2.0
10x14 Treated timber
Elev. -2.0
Check clearances for bottom wale members before driving fender pile.
HP12x53
MLLW Elev. -3.6
0 — 10
Scale: Feet

HALF PLAN
Scale: 3/16" = 1'-0"

→ Denotes pile batter 2:12
All steel to be galvanized after fabrication.

ELEVATION

FENDER SYSTEM
BENTS 7&8

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY CLATSOP CO
APPLICATION BY
OREGON TRANSPORTATION [illegible]
[illegible]

9

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 18, 1979

NOTED
E. S. HUNTER

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Proposed Walluski River Bridge
Nehalem Highway
Bridge 2320A
Clatsop County

Enclosed is one revised reproducible tracing and four revised prints of Sheet 3 for the subject bridge.

The fender system around the channel bents was revised because of the poor subsurface soil conditions encountered. The originally proposed single row of piling was inadequate for protection of the bridge bents. Also the bent footing elevations were raised to M.S.L. elevation for construction purposes.

Water elevations are revised to correspond to 1929 datum with 1947 adjustment.

Horizontal and vertical channel clearances are not changed.

Please advise us of your concurrence for these revisions.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
FHWA /w/ encl.
C. O. Fredrickson /w/ encl.

RECEIVED
TECHNICAL SERVICES

JAN 19 '79

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 81-731-0027 (8-77)

8877 102

Salem, Oregon
December 12, 1978

File 30373-Clatsop County
Walluski River Bridge Sec.
[redacted]

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Attached is a 2 parcel description, an authorization and R/W prints covering easements requested by Region 2 (see attached correspondence) for a drainage proposal on the subject project.

By:

Floyd O. Scott
R/W Description Engineer

FOS:oj

Attachments

8877

102

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.
378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: October 4, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Walluski River Bridge Section
Nehalem Highway No. 102

This office has reviewed the subject preliminary construction plans for temporary protection and direction of traffic. We concur with the use of the traffic signal, however, we recommend the addition of amber flashing beacons,and flood lights to the signal ahead symbol signs.

We have found that the beacons are effective in drawing attention to the symbol signs and the flood lights increase night legibility.

We also feel that due to potential danger of traffic on both sides of a work area, the temporary traffic signal should be installed, so as to be operational for use, as needed, in Stage IV of construction.

L E George

L. E. George
Traffic Engineer Supervisor

RTS:cs

REFERRED TO
2 Beard WGB Stoudenmeyer
Cole 1 Watson JW
Eriksen Lou
Hager Dorn
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Vorsteeg
I Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Anderson

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OCT 06 1978
ENGINEERING SECTION

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81-125-1307

8877 Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNME

Memorandum

DEPA ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: Sept. 21, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project RSA 133(1)
Walluski River Br. (Nehalem Secondary Hwy)
Clatsop County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Attn: W. Hart, Structures

We have reviewed Mr. Hart's letter of September 11 requesting a waiver of the standards for width on the above structure. It is unfortunate that this structure must be designed as a moveable span for we feel the 12 ft. lanes with 8 ft. shoulders are the desirable roadway sections.

However, in view of the required openings and the limiting weight necessary for the "roll back" moveable span to be accompanied with maintenance equipment, the compromise you propose is acceptable. It hardly appears appropriate to design a mechanical moving facility for only one opening per year.

For these reasons and because the section is only 3' substandard in the shoulders, we approve the roadway section of 33'-9".

G. L. Green

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

SEP 25 '78

REFER TO
Hart [illegible]

FOR

Info	Inves	R/D	W/R	Sign	Act	File
X						

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
SEP 12 '78
REFER TO
FOR
Info	Inves	R/D	O/R	Sign	Act	File

September 11, 1978

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Walluski River Bridge Section
Nehalem Highway
Bridge 2320A
Clatsop County

We have reviewed and discussed with the Region the typical section proposed for the subject project. It is our consensus that the typical section with 12-foot lanes and 4-foot shoulders is consistent with the present and future needs of the area. We request your approval of the bridge preliminary plans with a 33-foot 9-inch roadway width as previously submitted.

The existing typical section of the Nehalem Secondary Highway has, essentially, 20-22 feet of surfacing with variable width low-grade shoulders. The future projected improvements on this route will be to widen to 12-foot lanes and upgrade the shoulders to 4-foot paved shoulders. That width is consistent with the typical section proposed on this project.

The needs of navigation at this site have to be acknowledged even though the number of openings have reached something less than one a year. We feel that the simple moveable span alternate proposed meets these needs at a reasonable cost. There is a practical limit to the weight of span that can be handled with the roll-out type of span. An increase in roadway width greater than that proposed will eliminate this type of moveable span from further consideration. The alternative will be a mechanically driven swing span with a significantly higher cost....something on the order of $500,000. There will be increased maintenance costs as well. We do not feel that these costs can be justified by either the needs of the highway or waterway user.

Walter J Hart

Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
J. H. Versteeg
C. O. Fredrickson

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 11 1978
ENGINEERING SECTION

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8877 Form FHWA 121 (Rev. 5-73) 8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 9, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project RSA-133(1)
Walluski River Br.
Nehalem Secondary Hwy.
Clatsop County

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Mgr. Technical Services Branch
Oregon Dept. of Transportation
Salem, Oregon
Attn: Mr. Walt Hart, Structures

Mr. Hart submitted a preliminary plan and letter on July 3 requesting a 33'-9" roadway on Walluski River Bridge in Clatsop County. The requested variance in your standard width was predicated on the high unit cost of the moveable span which classified the entire bridge (485' total) as a major structure. With an existing ADT of 1150 the AASHTO Guide and your requirements specify a 40' width for this structure. Since this structure is rather close to Astoria and the section is used extensively for logging, we feel you should reconsider the proposed minimum width. Then, if you still feel this minimum width is desirable, please furnish sufficient justification for downgrading your standards.

for G. L. Green

RECEIVED
TECHNICAL SERVICES
AUG 11 '78
REFER TO
Hart
FOR
Info | Inv. | P/D [✓ X] | [illegible] | [illegible] | [illegible] | File

Looks like you
are just being badgered
by Herb.

8877.

8

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

5 July 19 78

A PERMIT TO place approximately 250 cubic yards of riprap in connection with the construction of a new bridge adjacent to the present crossing.

~~XAX~~ near Astoria, Oregon

HAS BEEN ISSUED TO Oregon State Hwy. Division
212 Transportation Bldg.
ADDRESS OF PERMITTEE Salem, Oregon 97310

ON 5 July 19 78

A. J. HEINEMAN
For the District Engineer

PERMIT NUMBER

002895(Walluski River-Fill)

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

Orig. permit, copy sticker: Gen Files

Cpy permit & sticker: Keasey, Hart, Versteeg
Terpin, Moehring, Region 2

Orig. sticker, copy permit: Cecil Head:
Please mail sticker to Resident
Engineer with signed copy of
contract when let.

Application No. 071-OYA-4-002895

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 5 July 1978

Expiration Date (If applicable) 31 July 1981

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 31 January 1978 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(XX) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
212 Transportation Building
Salem, Oregon 97310

(Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place approximately 250 cubic yards of riprap in connection with the construction of a new bridge adjacent to the present crossing.

(Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Walluski River, mile 1.0

(Here to be named the ocean, river, harbor, or waterway concerned.)

XXX near Astoria, Oregon

(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks);

002895(Walluski River-Fill)

subject to the following conditions:

I. General Conditions.

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not ~~started on or before [illegible] day of [illegible], 19 [illegible] (one year (from the date of issuance of this permit unless otherwise specified) and is not~~ completed on or before 31 day of July, 19 81, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expence to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______ years from the [illegible] of this [illegible] unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. Only clean, durable riprap will be used.

dd. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ee. When the District Engineer has been notified by a fishery agency that a dredging or filling activity is adversely affecting fish or wildlife resources or the harvest thereof and the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity to the extent necessary to mitigate or eliminate the adverse effect as required.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

x Frank E. Pepin — 7-3-78

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

5 July 1978

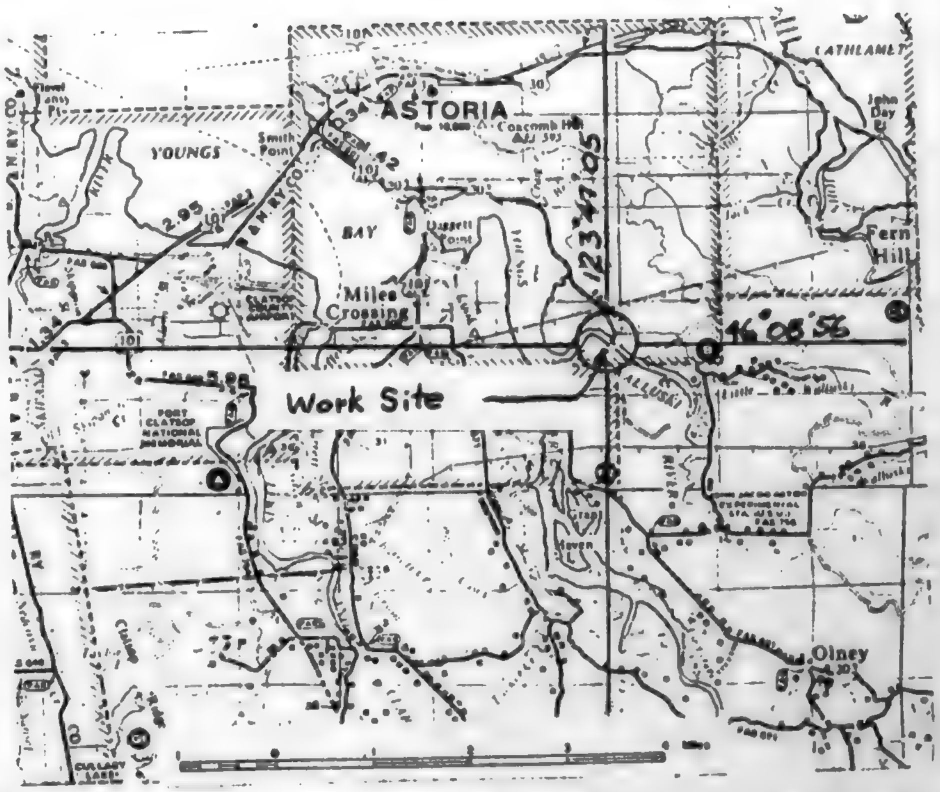
HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

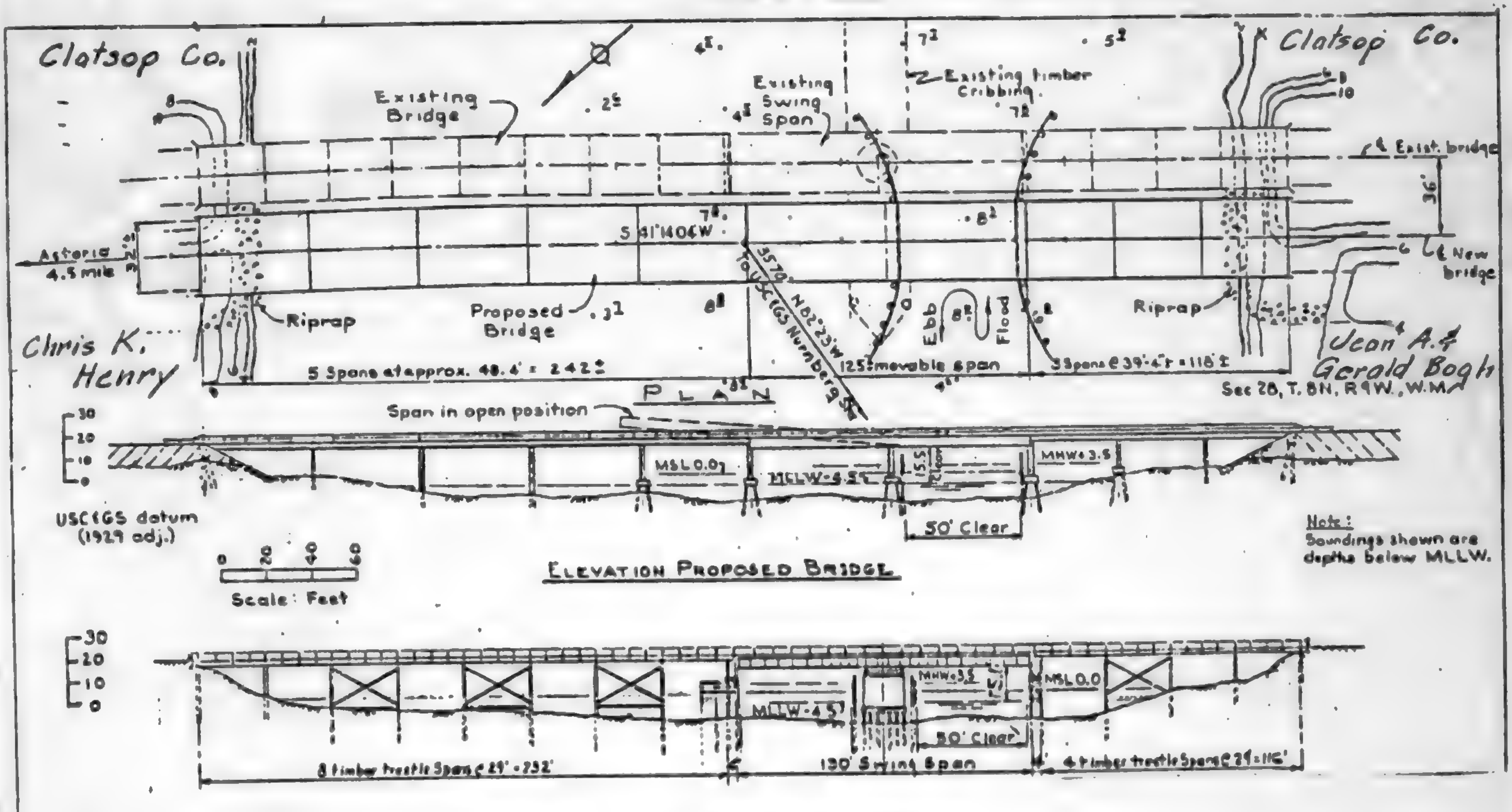
DATE

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE — DATE

002895 (Walluski River - Fill)


ASTORIA
YOUNGS
BAY
Smith Point
Miles Crossing
Work Site
123°47'05
46°08'56
Fern Hill
Olney
CATHLAMET
John Day


Clatsop Co.
Clatsop Co.
Existing Bridge
Existing Swing Span
Existing timber Cribbing
℄ Exist. bridge
36'
℄ New bridge
Astoria 4.5 mile
S 41°14'06W
357.01' N02°22'W To USC&GS Nurnberg
Riprap
Proposed Bridge
Ebb
Flood
Riprap
Chris K. Henry
Jean A. & Gerald Bogh
5 Spans at approx. 48.4' = 242'±
125' movable span
3 Spans @ 39.4'± = 118'±
Sec 28, T. 8N, R9W., W.M.
PLAN
Span in open position
MSL 0.0
MLLW -4.5
15.5
MHW 3.5
50' Clear
USC&GS datum (1929 adj.)
Scale: Feet
Note: Soundings shown are depths below MLLW.
ELEVATION PROPOSED BRIDGE
MLLW -4.5
MHW 3.5
MSL 0.0
50' Clear
8 timber trestle Spans @ 29' = 232'
130' Swing Span
4 timber trestle Spans @ 29' = 116'
ELEVATION EXISTING BRIDGE

in WALLUSKI RIVER

at Mile 1

County of Clatsop, State Ore.

Application by Oregon State Hwy. Dept.

Date 14 February 1978

8877

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTE

July 3, 1978

RECEIVED
TECHNICAL SERVICES
JUL 5 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Mr. Glen Green
Division Administration
Federal Hwy. Administration
P.O. Box 300
Salem, OR 97308

Walluski River Bridge
Walluski River Br. Section
Nehalem Secondary Hwy.
Clatsop County
Bridge 2320A

Enclosed are two prints each of drawings 33272 and 33120 which are the preliminary plan and elevation and vicinity map for the subject structure. The foundation and hydraulics reports will be forwarded when completed.

To determine horizontal roadway clearances for this bridge, we have used the publication "Geometric Design Standards For Highways Other Than Freeways" (1969) published by AASHTO. The article on horizontal clearances reads as follows: "The full approach roadway width shall be provided across all new bridges. Exception is made on major structures on which, due to their high unit cost, the selection of the cross section dimensions should be subject to individual economic studies." We have classified this bridge as a major structure due to its length and high unit cost of the movable span portion. For the above reasons and the necessity to minimize the movable span weight, a 33'-9" roadway width was selected for the proposed structure.

The two-span steel girder portion of the structure is a roll back type movable span. The machinery required to move the span will be a truck with hoist-crane arrangement. Existing bridge opening records indicate a maximum of four to six openings during any one year. Where very few openings are required, this type of movable span is the most economical to use. Very few moving parts and no fixed machinery are installed with inherent maintenance problems. It also simplifies the stage construction and reduces the time of closing the channel to navigation during construction.

The proposed structure navigation clearances will maintain those now provided by the existing swing span. A coast guard permit has been obtained for the new bridge.

Standard precast prestressed slab spans supported on pile bents are used for the remainder of the proposed structure.

Preliminary foundation data indicates that point bearing pile will be used to support the structure.

The new bridge is to be stage constructed with the new centerline 17'-6" north of the existing bridge centerline. This was done to minimize the amount of settlement at the end fills.

Investigation determined it was not feasible to close the highway and detour traffic during construction.

The estimated cost for this structure including an allowance for engineering and contingencies is $1,027,000.

We request your approval for this preliminary submittal.

Walter Hart
Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
D. Moehring
V. E. Skoog
C. O. Fredrickson

8877

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

DATE: May 18, 1978

FROM: R. W. Ellison R. W. Ellison
Assistant Structural
Design Engineer

SUBJECT:

Walluski River Bridge
Nehalem Highway
Clatsop County
Bridge 2320A
Coast Guard Permit

NOTED
E. S. HUNTER

Attached is a copy of the Coast Guard Permit for construction of the subject structure. Please note the requirements for notices, reports, et cetera, outlined in the accompanying Coast Guard letter.

The four months closure to river navigation which is necessary to facilitate bridge construction will require approval by the Coast Guard after award of a construction contract. The contractor's construction schedule will be required shortly after contract award in order that we may make timely application to the Coast Guard for approval of the closure period.

All notices, reports, applications, et cetera, to the Coast Guard should go through this office. This is in accord with the Coast Guard request that they have only one contact point with ODOT.

RWE:smd

cc ~~E. S~~. Hunter /w/ attach.
D. H. Moehring /w/ attach.
J. H. Versteel /w/ attach.
Gary Potter /w/ attach.
FHWA - Herb Schell /w/ attach.
T. G. Thompson /w/ attach.

RECEIVED
TECHNICAL SERVICES
MAY 19 '78
REFER TO
FOR

Info	Inves	R/D	O/R	Ans	Act	File

81-125-1307

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

16591
Serial 234
16 May 1978

State of Oregon
Department of Transportation
ATTN: Mr. R. W. Ellison
Administration Engineer
Structural Design Section
State Highway Building
Salem, OR 97310

Gentlemen:

Please find enclosed a permit for your proposed replacement bridge across Walluski River near Astoria, Oregon. Your attention is directed to the special conditions of the permit.

In accordance with your permit application - "In order to facilitate construction of the new bridge, it will be necessary to have a period during which the old structure cannot be opened to river traffic. The closed period will be for not more than four months and will occur sometime between April 1 and October 30, depending upon the contractor's construction schedule." Please request this closed period well in advance of the time desired so that the appropriate parties can be contacted prior to granting the closure.

It is requested you inform me at the time of start of construction and at monthly intervals until completion of the work. It is suggested the report include a xerox copy of permit drawings with color pencil marking of the work performed. A final report is required on completion according to the approved plans. Note Special Condition No. 1 specifies there shall be no deviations from these plans without prior approval from the Commandant in Washington, D. C.

Sincerely,

RCWalton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit (54-78)

RECEIVED
MAY 18 1978
BRIDGE SECTION

NOTED
R. W. ELLISON

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(54-78)

MAY 9 1978

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted the location and plans of a bridge to be constructed across the Walluski River near Astoria, Oregon;

NOW THEREFORE, This is to certify that the location and plan sheets 1 and 2 (of 3) dated January 1978 and sheet 3 revised 22 February 1978 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

RECEIVED
MAY 18 1978
BRIDGE SECTION

MAY 9 1978

BRIDGE PERMIT: Bridge across the Walluski River near Astoria, Oregon (54-78)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U. S. Army Corps of Engineers, Portland District; State of Oregon, Division of State Lands, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing to be replaced Nehalem Highway Bridge across the Walluski River, mile 1.0, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 1.0, will be allowed for such removal and clearance.

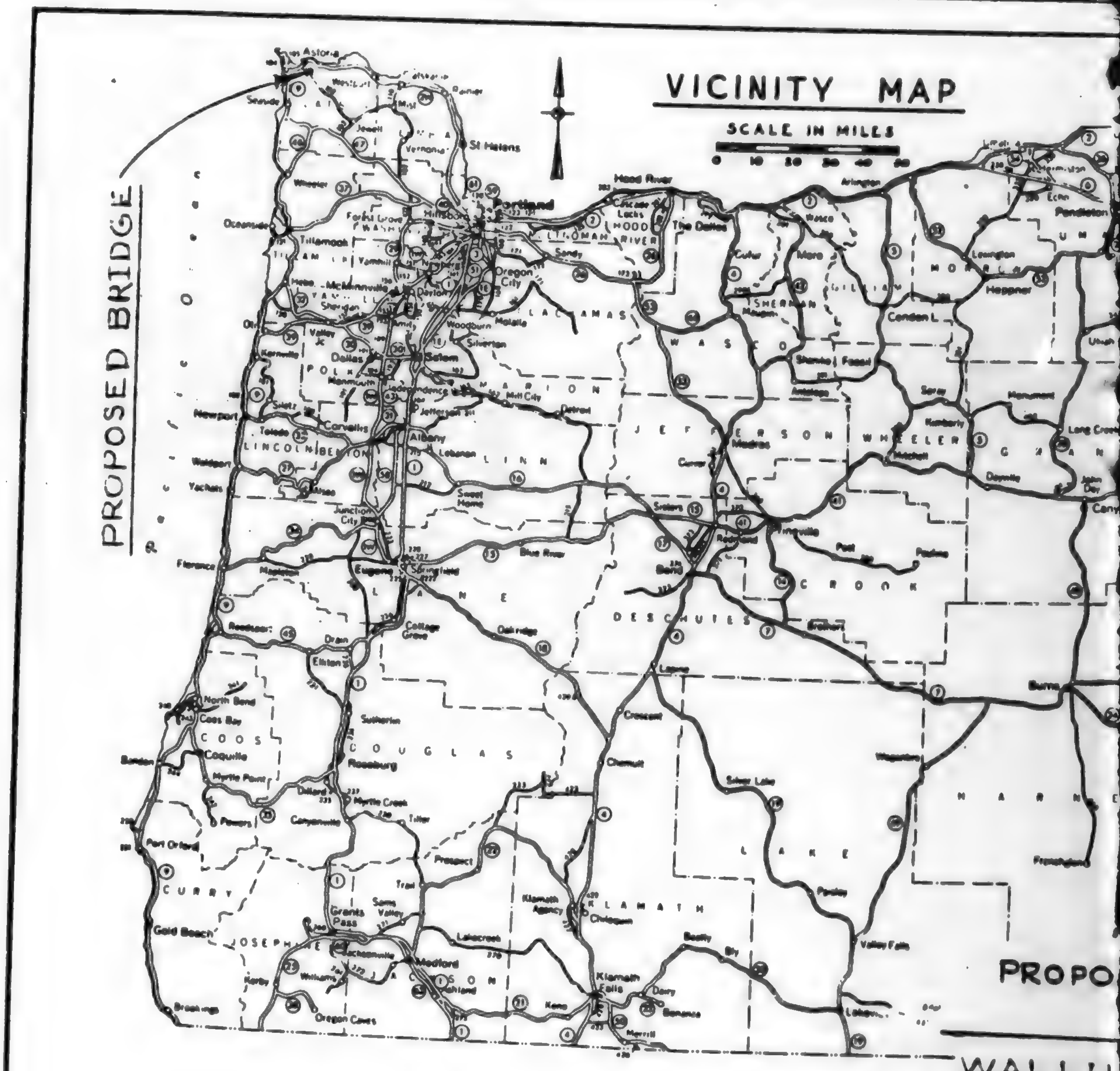
5. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

6. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

R D Hodges

R. D. HODGES
Captain, U.S. Coast Guard
Chief, Bridge Division
By direction of the Commandant

RECEIVED
MAY 18 1978
BRIDGE SECTION


VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
PROPO
Astoria
Seaside
St Helens
Portland
Hillsboro
Forest Grove
Tillamook
Oregon City
McMinnville
Salem
Dallas
Silverton
Newport
Corvallis
Albany
Lebanon
Sweet Home
Junction City
Eugene
Springfield
Florence
Cottage Grove
Oakridge
North Bend
Coos Bay
Coquille
Bandon
Roseburg
Myrtle Creek
Port Orford
Gold Beach
Brookings
Grants Pass
Medford
Ashland
Klamath Falls
Chiloquin
Bend
Redmond
Prineville
Madras
Sisters
Hood River
The Dalles
Condon
Heppner
Pendleton
Burns
Lakeview
COOS
DOUGLAS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
CROOK
JEFFERSON
WHEELER
WASCO
SHERMAN
MORROW
LINN
LANE
BENTON
LINCOLN
POLK
MARION
CLACKAMAS
HOOD RIVER

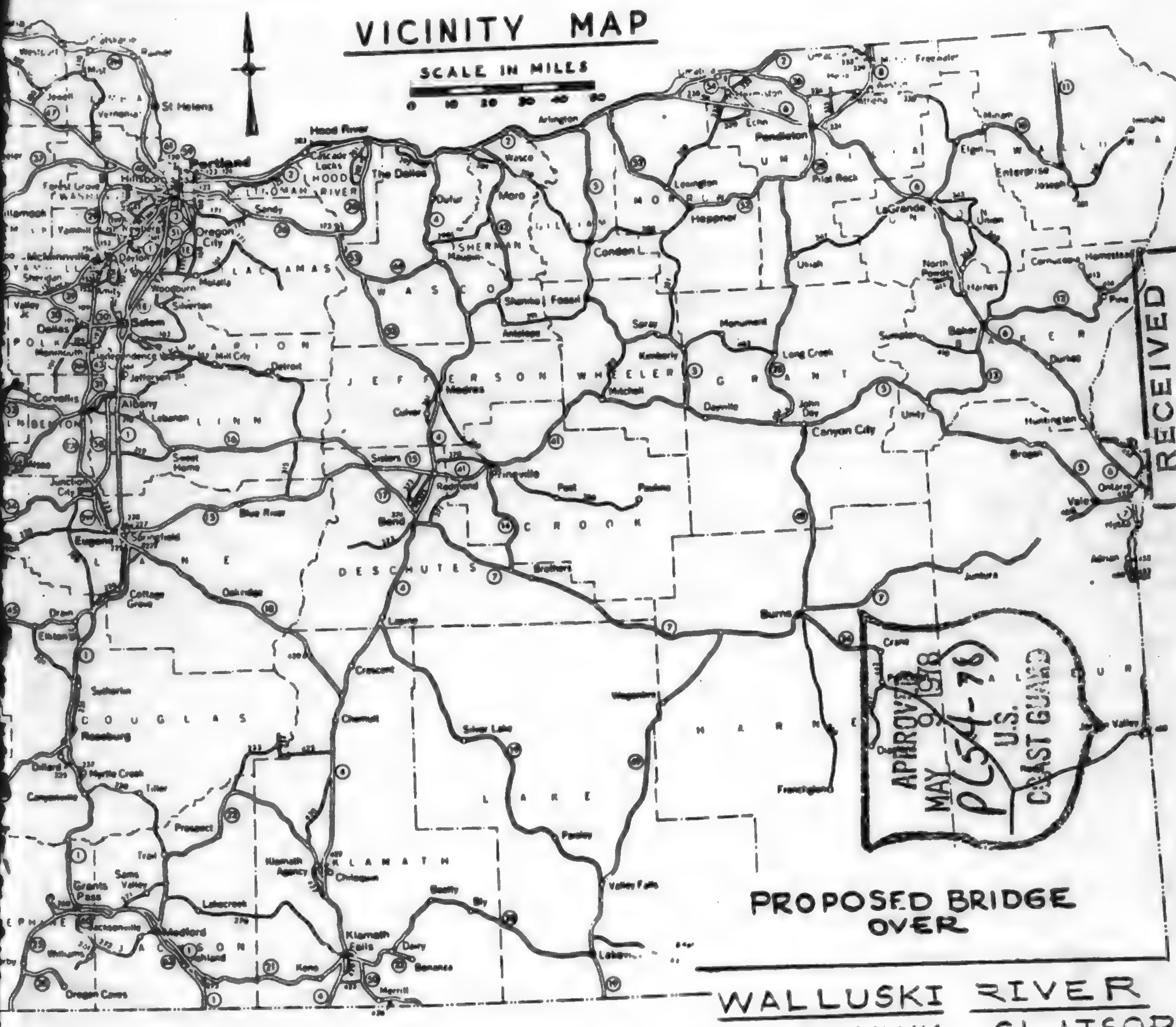
WALLU

NEHALEM H

APP

OREGON TRANSP

January 1978

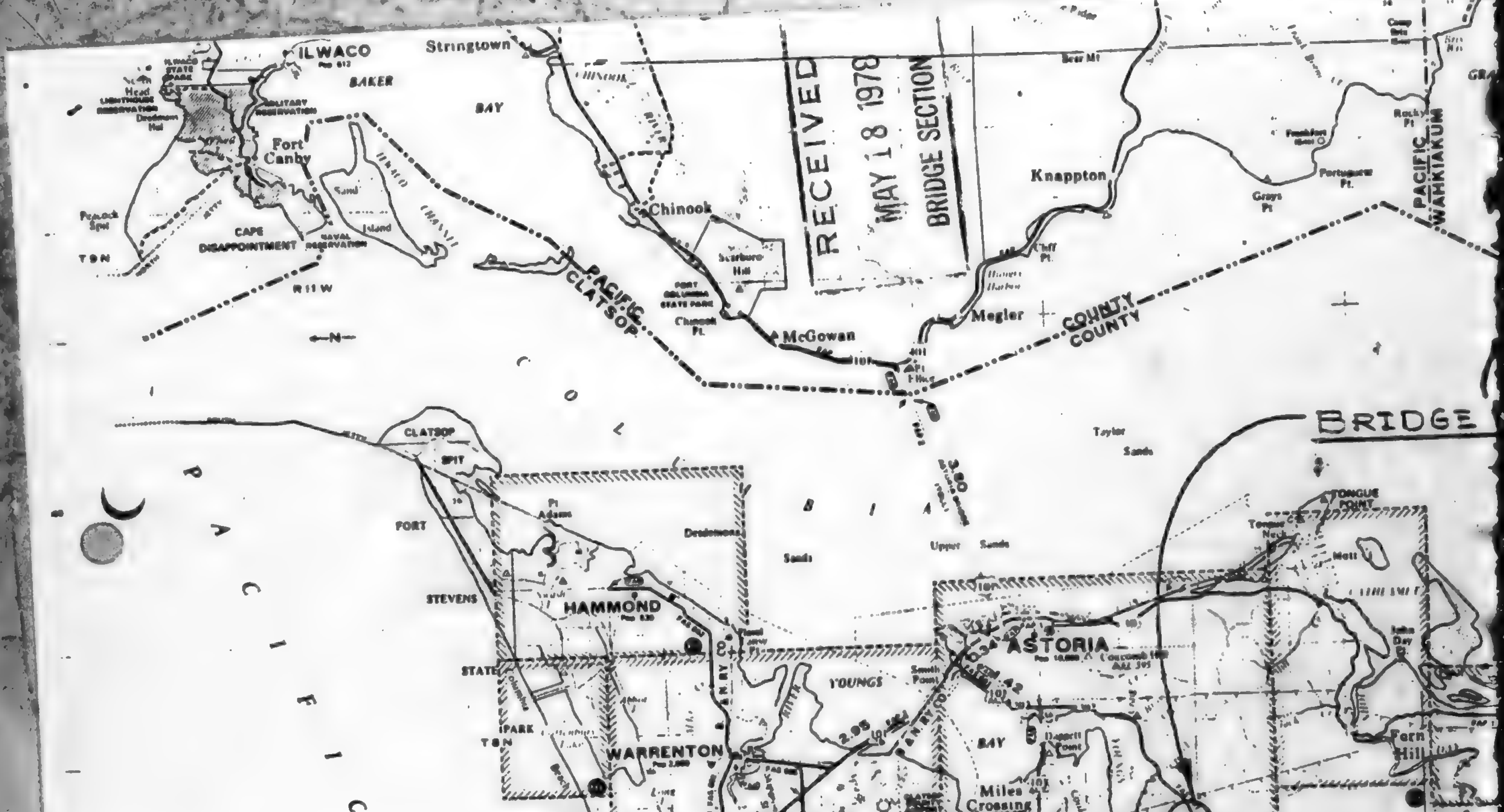

VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50
Portland
St Helens
Hood River
The Dalles
Oregon City
Salem
Albany
Corvallis
Eugene
Springfield
Roseburg
Grants Pass
Medford
Klamath Falls
Bend
Redmond
Prineville
Madras
Pendleton
La Grande
Baker
Ontario
John Day
Canyon City
Burns
Heppner
Condon
Lakeview
DESCHUTES
CROOK
JEFFERSON
WHEELER
GRANT
LINN
LANE
DOUGLAS
KLAMATH
LAKE
HARNEY
WASCO
SHERMAN

RECEIVED
MAY 18 1978
BRIDGE SECTION

APPROVED
MAY 9 1978
P(54-78)
U.S. COAST GUARD

PROPOSED BRIDGE
OVER

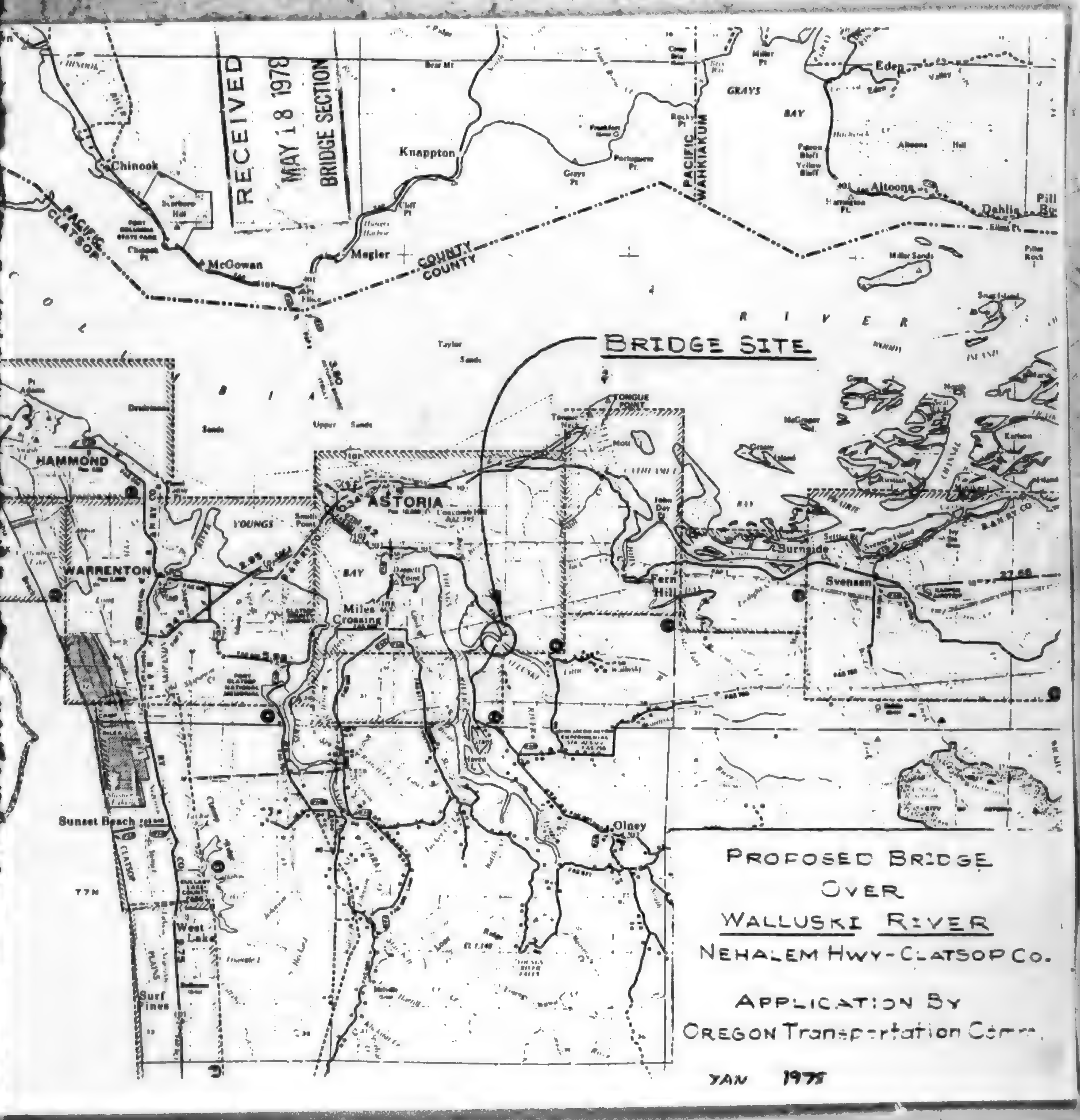
WALLUSKI RIVER
NEHALEM HWY. - CLATSOP CO.
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
January 1978 SHEET 1 OF 3


ILWACO
Stringtown
BAKER
BAY
Fort Canby
CAPE DISAPPOINTMENT
Sand Island
Chinook
Knappton
Megler
McGowan
PACIFIC
CLATSOP
COUNTY
COUNTY
PACIFIC
WAHKIAKUM
BRIDGE
C O L U M B I A
P A C I F I C
O C E A N
CLATSOP SPIT
FORT STEVENS STATE PARK
HAMMOND
WARRENTON
ASTORIA
YOUNGS BAY
Miles Crossing
TONGUE POINT
Fern Hill
Olney
Sunset Beach
West Lake
Surf Pines
Taylor Sands
Upper Sands
T9N
R11W
T8N
T7N

RECEIVED
MAY 18 1978
BRIDGE SECTION

APPROVED
MAY 9
P(54-78)
U.S.
COAST GUARD

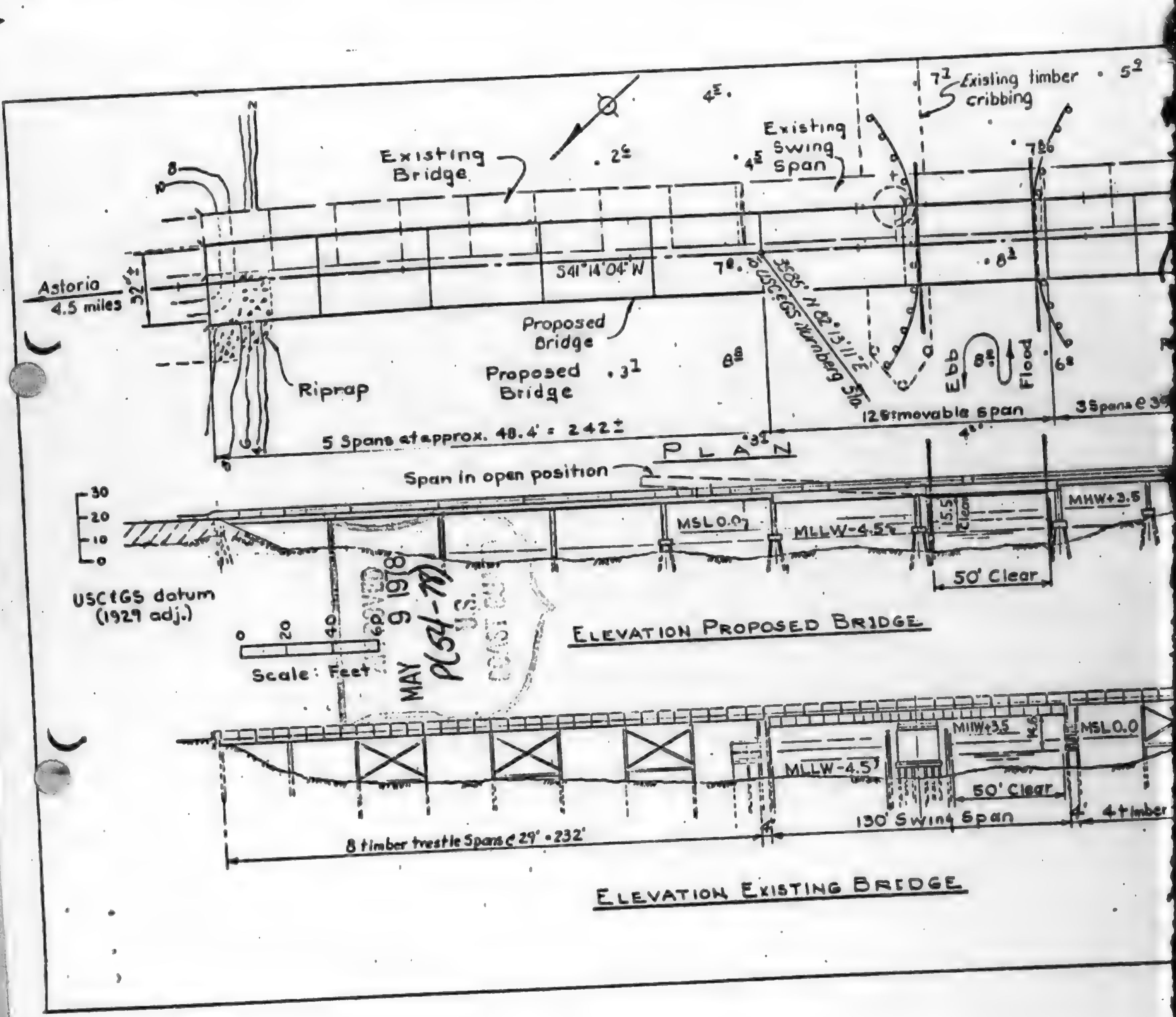
RECEIVED
MAY 18 1978
BRIDGE SECTION


BRIDGE SITE
Chinook
McGowan
Megler
Knappton
Grays Pt
Portuguese Pt
Rocky Pt
GRAYS BAY
PACIFIC
WAHKIAKUM
PACIFIC
CLATSOP
COUNTY
COUNTY
Eden
Altoona
Dahlia
Miller Sands
RIVER
Taylor Sands
Upper Sands
TONGUE POINT
HAMMOND
ASTORIA
YOUNGS BAY
WARRENTON
Miles Crossing
Fern Hill
Burnside
Svensen
Olney
Sunset Beach
West Lake
Surf Pines

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY - CLATSOP CO.

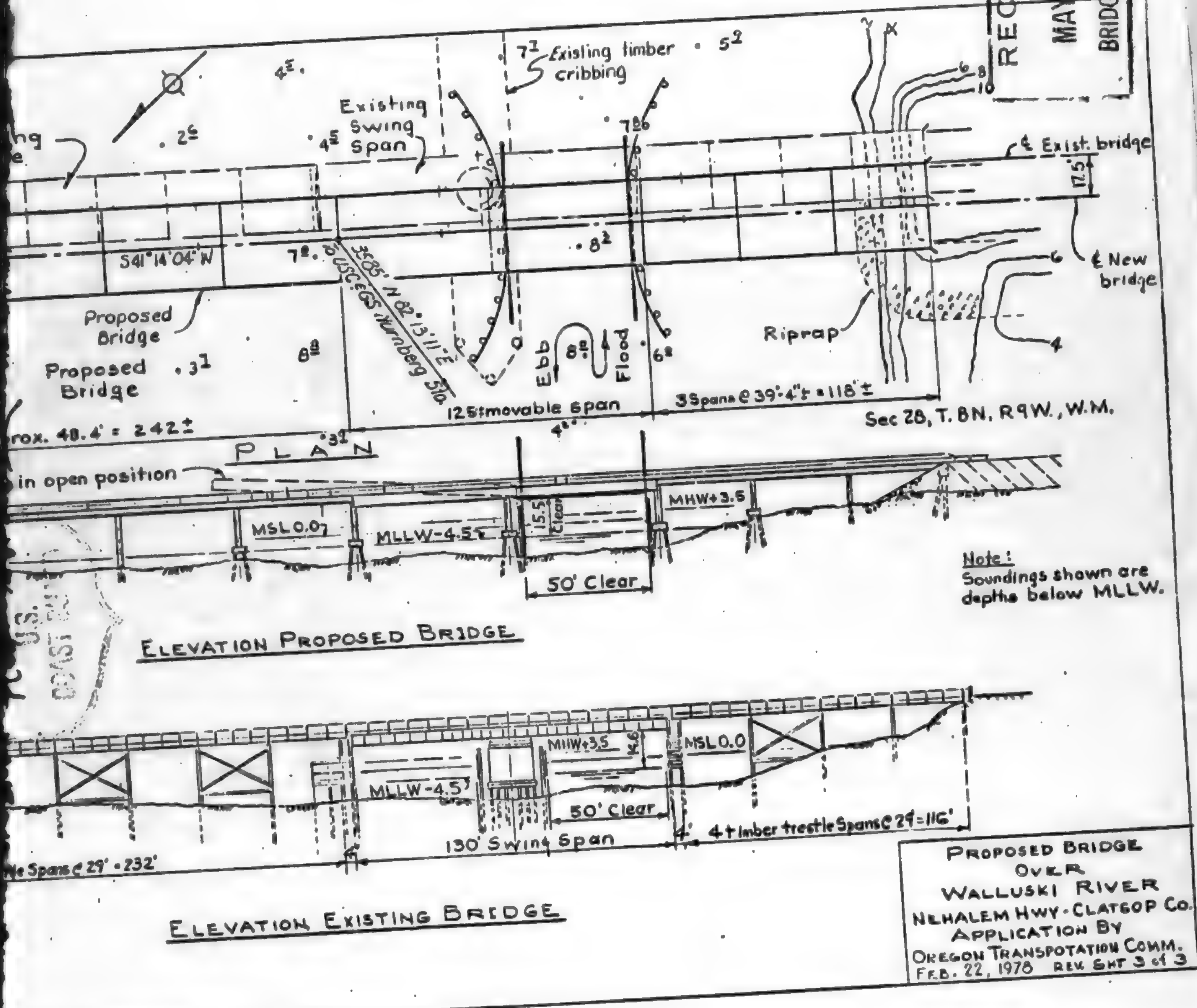
APPLICATION BY
OREGON Transportation Comm.

JAN 1978


Existing Bridge
Existing Swing Span
7.1 Existing timber cribbing
Astoria 4.5 miles
32'±
S41°14'04"W
USC&GS Nurnberg 3.10 58°20' N 13°11' E
Proposed Bridge
Proposed Bridge
Riprap
Ebb
Flood
5 Spans at approx. 48.4' = 242±
125' movable span
3 Spans @ 3
PLAN
Span in open position
30
20
10
0
MSL 0.0
MLLW -4.5
MHW +3.5
15.5' Clear
50' Clear
USC&GS datum (1929 adj.)
0
20
40
60
Scale: Feet
ELEVATION PROPOSED BRIDGE
MHW +3.5
MSL 0.0
MLLW -4.5
50' Clear
130' Swing Span
4 timber
8 timber trestle Spans @ 29' = 232'
ELEVATION EXISTING BRIDGE

APPROVED
MAY 9 1978
U.S. COAST GUARD
P(54-78)

RECEIVED
MAY 18 1978
BRIDGE SECTION



7² Existing timber cribbing
5²
4⁵
Existing Swing Span
2⁵
4⁵
7⁶
¢ Exist. bridge
17.5'
¢ New bridge
S41°14'04"W
7⁸
8²
USC&GS Bearing 28° N 13' 11" E 5th
Proposed Bridge
Proposed Bridge
3¹
8⁸
Ebb
8⁸
Flood
6⁸
Riprap
125' movable Span
3 Spans @ 39'-4" ± = 118' ±
rox. 48.4' = 242' ±
Sec 28, T. 8N, R9W, W.M.
PLAN
in open position
MHW+3.5
15.5 Clear
MSL 0.0
MLLW-4.5
50' Clear
Note: Soundings shown are depths below MLLW.
ELEVATION PROPOSED BRIDGE
MHW+3.5
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ELEVATION EXISTING BRIDGE

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY - CLATSOP CO.
APPLICATION BY
OREGON TRANSPOTATION COMM.
FEB. 22, 1978 REV. SHT 3 of 3

4/27/78

NOTED
E. S. HUNTER

SBR Proj's that can be contracted by Sept. '78 in addition to the scheduled projects - Milhean Cr. $600,000 & 2nd St. La Grande $1,600,000.

Priority #

1. Walluski R. Br. #1,100,000
   Field work complete
   R/W desc. - complete
   With some effort should be able to clear R/W
   Coast Guard permit applied for - No problems will receive before Sept.
   Bridge design has not started, we can get this if we know it is a viable proj. for Sept.

2 Sager Cr. and Kale Cr.
   Nehalem Hwy. #550,000
   Survey complete
   3 monthes for R/W & design

3. Rattlesnake Cr., Field Cr. and Bone Cr. Brs.
   John Day Hwy. #280,000

Surveys complete
3-4 monthes for R/W and design

4. Geary Canal Br. $460,000
1 month on survey
No R/W
3 monthes design

5. N. & S. Fork Coyote Cr. Brs. $270,000
Survey completed
R/W without improvements required 4 monthes
Design 3 monthes

6. Whitewater Cr. Br. $600,000
Plans complete - PSE June
(This is not a high priority replacement)

CC Herb Schell
Walt Hart.
Info given Schell by telephone 4-28-78
E.S.H.
4-28-78

8877 4-1[illegible]-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-133(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80240

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
4-11-78

FEDERAL ROUTE NUMBER
Secondary 133

STATE ROUTE NUMBER
Secondary 102

GENERAL LOCATION:
"Walluski River Bridge Section"

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 6, 1978 letter you are authorized to proceed with all phases of right of way acquisition TEC NTE $10,500, Federal funds $9,000.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

Swan
4-25

DATE
4-18-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8877

8

March 3, 1978

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

bc F. B. Klaboe
D. H. Moehring (enc.)
J. H. Versteeg "
Gary Potter "
Walt Hart "
C. O. Fredrickson "

Dear Sir:

Walluski River Bridge Replacement
Nehalem Secondary Highway
near Astoria, Oregon
River Mile 1.0
Corrected Permit Application Drawing

On January 31, 1978, we made application for a bridge permit for the subject bridge replacement project. Your office in turn issued Public Notice 78-N-05 on February 13, 1978.

Our application indicated that the replacement structure would be constructed beside the existing structure. Subsequent studies indicate that moving the centerline of the new bridge closer to the centerline of the existing bridge results in project cost savings. Originally, the centerline of the new bridge was to be 36 feet from the centerline of the existing bridge. This distance has now been reduced to 17.5 feet. Traffic will use the existing bridge while half of the new bridge is built. Traffic will then operate in an alternating one-way mode on the new half-bridge while the old bridge is removed and the other half of the new bridge is constructed. This revision has no effect on the navigation channel or the clearances to be provided for the use of navigation.

Attached are one reproducible and four prints of Revised Sheet 3 of 3, dated January 13, 1978, for the permit application drawings. This sheet should be inserted in place of the Original Sheet 3 of 3.

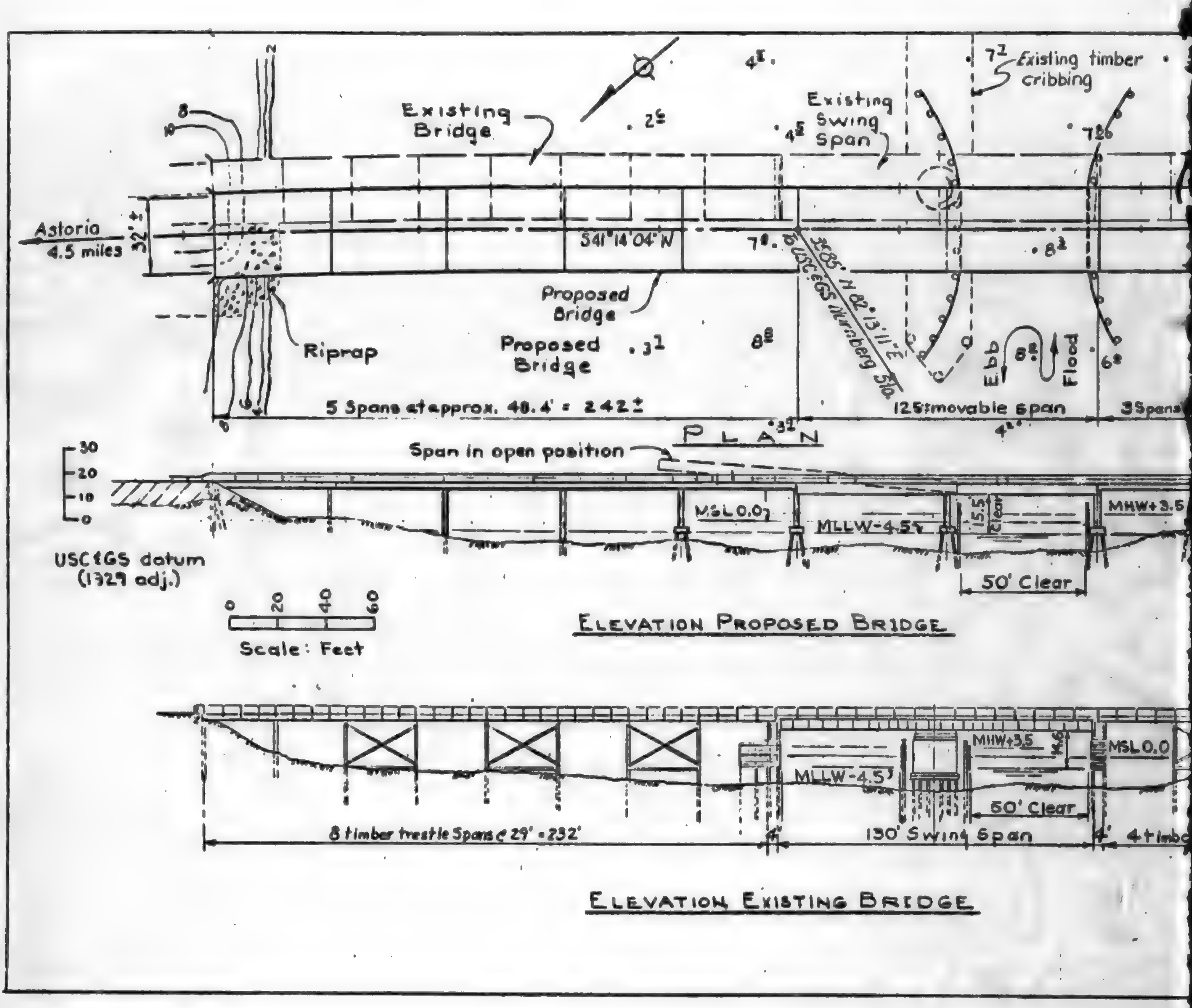
Your cooperation in amending our permit application is greatly appreciated.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachments

RWE:dh ja

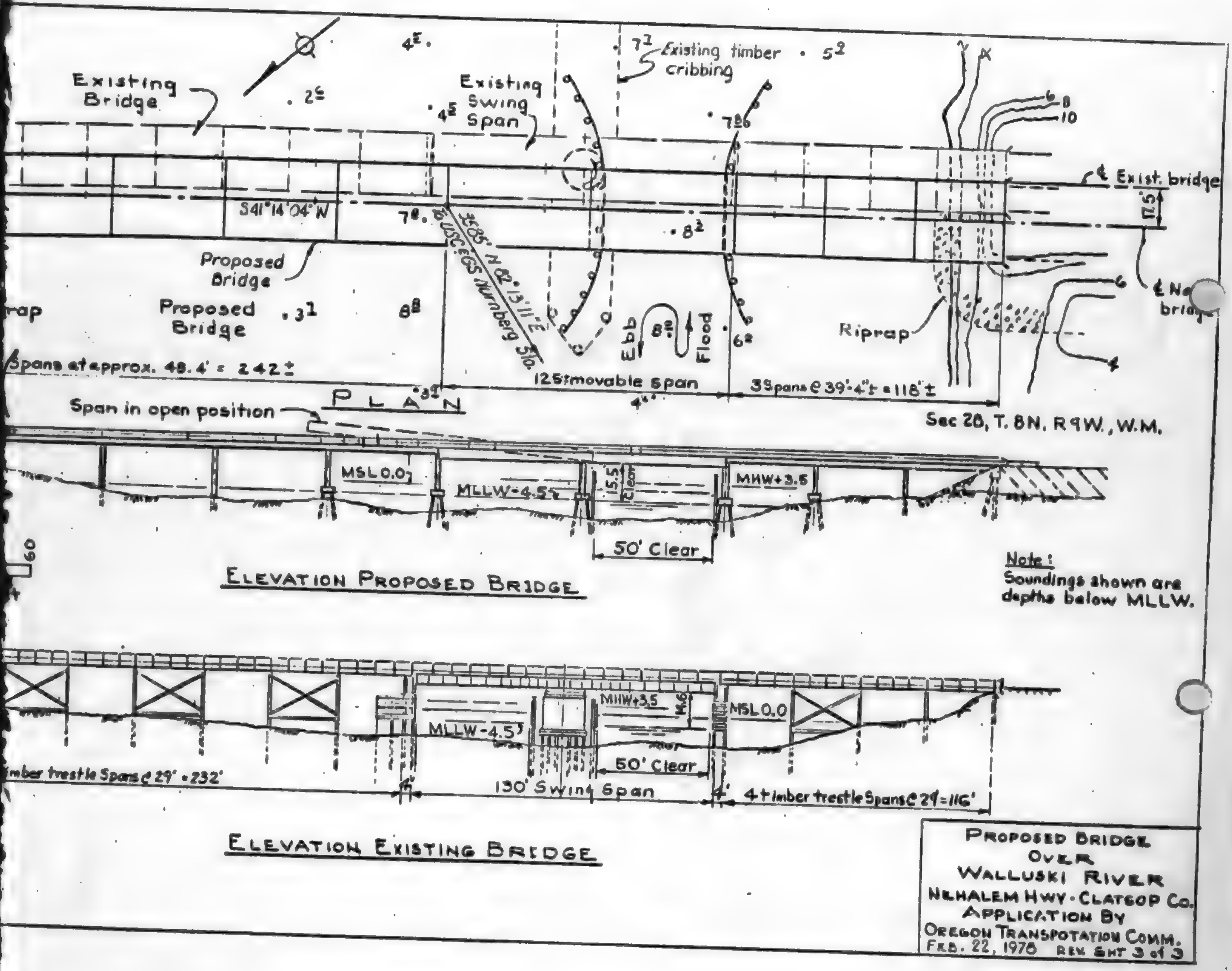


PLAN

ELEVATION PROPOSED BRIDGE

ELEVATION EXISTING BRIDGE

N
8
10
Existing Bridge
4⁸.
2⁶
4⁵
Existing Swing Span
7⁷
Existing timber cribbing
7²⁶
Astoria 4.5 miles
32'±
S41°14'04"W
7⁸.
3585' N 82°13'11"E to USC&GS Nurnberg Sta.
8³
Proposed Bridge
Riprap
Proposed Bridge
3¹
8⁸
Ebb
8⁸
Flood
6⁸
5 Spans at approx. 48.4' = 242±
125'±movable span
3Spans
3¹
4⁸
Span in open position
30
20
10
0
MSL 0.0
MLLW-4.5
15.5 Clear
MHW+3.5
50' Clear
USC&GS datum (1929 adj.)
0
20
40
60
Scale: Feet
MHW+3.5
14.6
MSL 0.0
MLLW-4.5
50' Clear
8 timber trestle Spans @ 29' = 232'
4'
130' Swing Span
4'
4 timb


Existing Bridge
4²
2⁶
4⁵
Existing Swing Span
7⁷ Existing timber cribbing
5²
7⁶
Y
X
6
8
10
℄ Exist. bridge
17.5'
S41°14'04"W
7⁸
35.85' N 82°13'11"E to USC&GS Nurnberg Sta.
8²
℄ New bridge
Proposed Bridge
rap
Proposed Bridge
3¹
8⁸
Ebb
8²
Flood
6²
Riprap
6
4
Spans at approx. 48.4' = 242±
125'± movable span
3 Spans @ 39'-4"± = 118'±
PLAN
3²
4⁰
Span in open position
Sec 28, T. 8N, R 9W., W.M.
MSL 0.0
MLLW -4.5
15.5' Clear
MHW +3.5
50' Clear
60
ELEVATION PROPOSED BRIDGE
Note: Soundings shown are depths below MLLW.
MHW +3.5
8.0
MSL 0.0
MLLW -4.5
50' Clear
timber trestle Spans @ 29' = 232'
4'
130' Swing Span
4'
4 timber trestle Spans @ 29' = 116'
ELEVATION EXISTING BRIDGE

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY - CLATSOP CO.
APPLICATION BY
OREGON TRANSPOTATION COMM.
FEB. 22, 1978 REV. SHT 3 of 3

8877

102

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 2, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Walluski River Bridge
Nehalem Highway
Clatsop County

TO: MEMO TO THE FILES

The question was again raised as to whether the road could be closed and the traffic detoured onto county roads around the bridge site during construction. The region had reviewed this possibility during location, but Fredrickson said he would have it reviewed to make sure it was not feasible.

Litchfield reported back Friday, February 24, 1978, that the only detour around the site was approximately four miles in length and in the following general condition:

1. Approximately three miles was deficient in width, being only 16-17 feet wide with little or no shoulders.
2. One timber structure existed with only 19 feet horizontal clearance.
3. Alignment is generally poor without striping, delineators, guardrail or signing.
4. Pavement and base is poor in some sections.

It was mutually agreed that the initial assessment that a detour was not economically feasible was correct.

Based on this review and previous discussions it was determined that the structure would be replaced on a 17.5 foot offset line.

DOC:ab
cc: C. O. Fredrickson
W. J. Hart
Fred Yarbrough
Fred Eriksen

/ Versteeg
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 0 3 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8877

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Technical Services

DATE: March 2, 1978

SUBJECT:
Walluski River Br. Replacement
Bridge 2320A
Nehalem Hwy., No. 102
Revised Tentative Construction
Progress Schedule

FROM: Walter J. Hart
Structural Design Engineer

Walter J. Hart

NOTED
E. S. HUNTER

On December 23, 1977 I sent you a tentative progress schedule for the subject project. It indicated completion of construction on November 30, 1979. This was based on a changed alignment which would allow two-way traffic to use the existing bridge during construction of the new facility. Because of problems with foundation material for the fills, this scheme has been abandoned in favor of a minimum line change just sufficient to allow stage construction of the structure.

Traffic will use the old bridge in two-way mode while half of the new bridge is built. Traffic will then be switched to one-way mode on the new half bridge while the old bridge is removed and the final half of the new bridge is built in its place.

This stage construction will not allow completion in November 1979 as originally anticipated. Completion will be advanced to about June 1980.

The attached tentative construction schedule reflects this change plus revising the letting date from September 1978 to the last quarter of 1978.

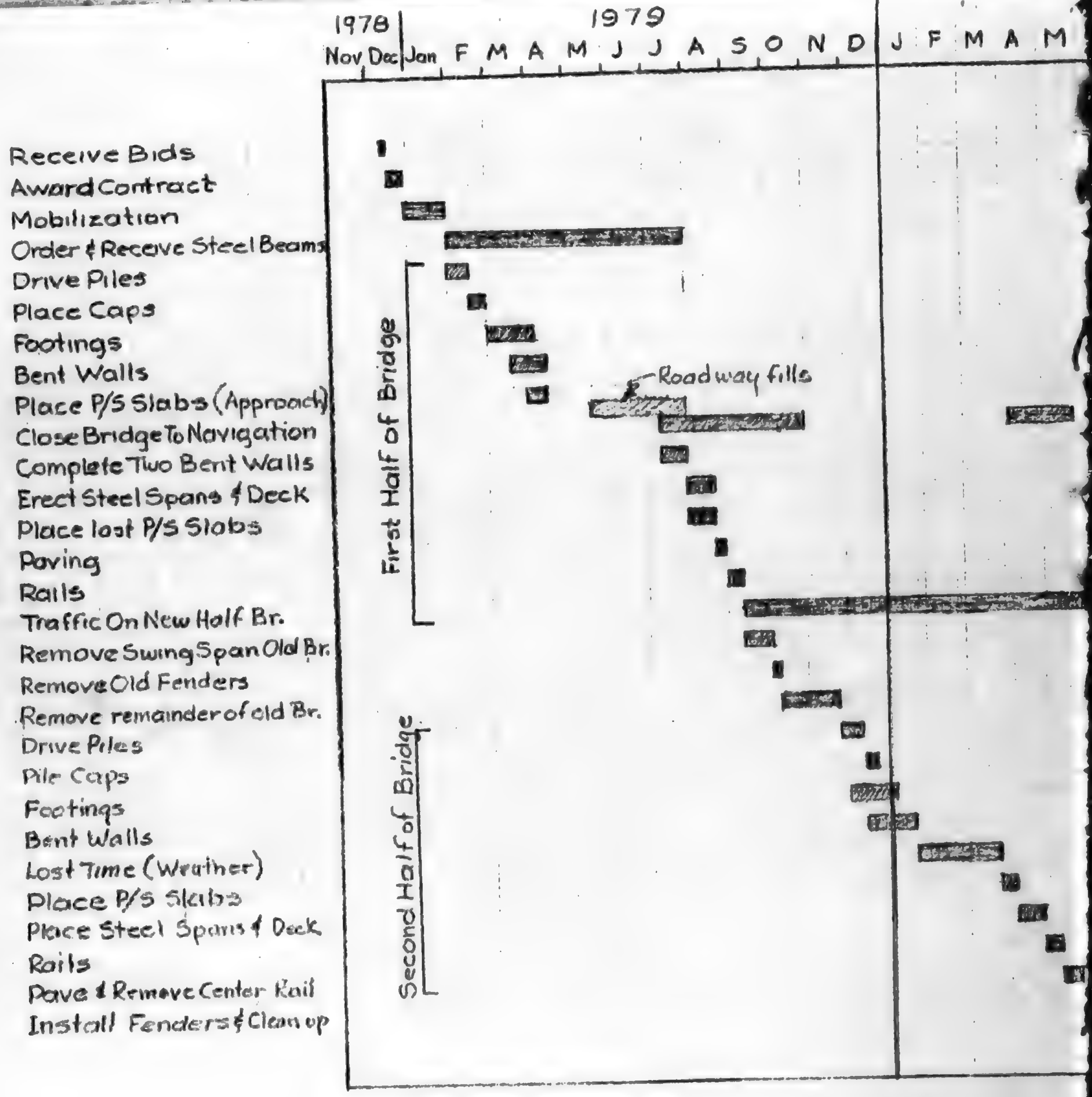
RWE:dh
Attachment

cc (all with encls.)
R. L. Schroeder
C. O. Fredrickson
J. H. Versteeg
J. B. Boyd
D. H. Moehring
L. L. Wallace
Eldon Everton
Gary Potter

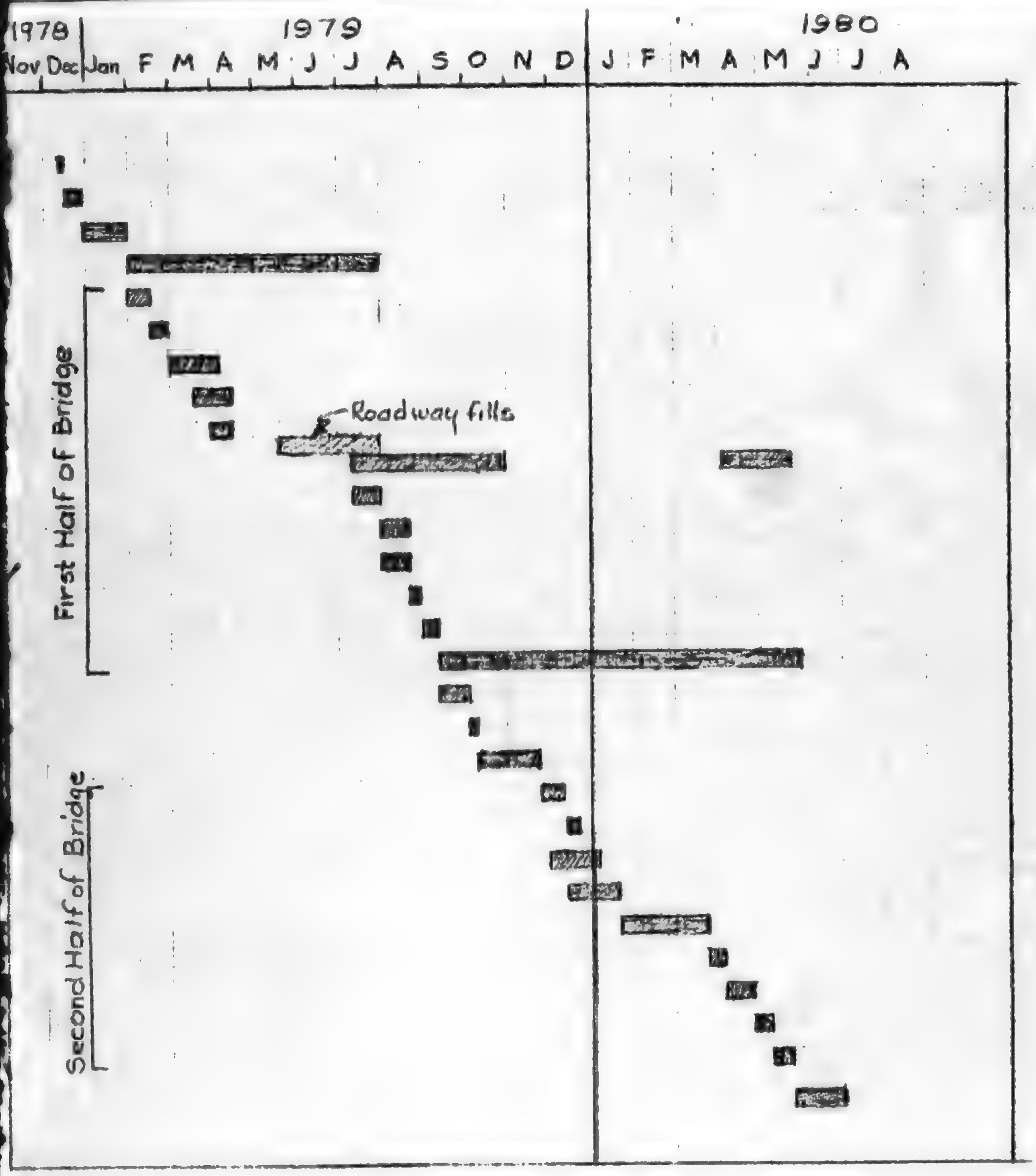
RECEIVED
TECHNICAL SERVICES
MAR 6 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387



WALLUSKI RIVER BRIDGE
Tentative Construction Schedule
Stage Construction
Bridge No. 2320



WALLUSKI RIVER BRIDGE
Tentative Construction Schedule
Stage Construction
Bridge No. 2320

3/78

8877

102

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1978

SUBJECT: Walluski River Bridge
Approach Fill Construction
Nehalem Highway
Clatsop County

To: J. H. Versteeg
Head of Engineering

Counterbalances are not needed on the Walluski Bridge approach fills provided construction of them can be done in stages. The initial stage shall be twelve feet depth of fill followed by a waiting time for pore pressure dissipation of 40-days. Filling to 18-feet depth may proceed after the waiting time.

The height of the existing dike permits filling to grade at the abutments of the bridge in the first stage without a waiting period.

Coarse rocky material such as quarry rock should not be used in the bottom of the fills. Preferably, a sand layer about 3-feet thick should be placed in the bottom of the fills. Rock fill may be used above the sand. If earth fill is used instead of sand, it should be on the dry side of optimum moisture and placed initially in a layer at least three feet thick to make a stable surface in the water that will pump up from the foundation. Rock fill may be used on top of a stable, compacted surface.

A surcharge, 4-feet thick above subgrade, will help to eliminate post-construction settlement if it can be constructed over most of the new subgrade and remain in place near six months. Where it will extend above 18-feet total depth of fill, another stage of waiting will be needed at 18-feet.

If waiting periods of 40 days at 12 and 18 feet depths of fill cannot be tolerated, a counterbalance will have to be constructed on the right side of the south bank fill. Width should be forty feet and height to eight feet below subgrade.

F. W. Yarbrough
Soils Engineer

REFERRED TO
Beard Dorn
Cole Sample
✓ Eriksen F.E. Watson
Hagar Lau
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

FWY:af

cc: Fred Eriksen

Versteeg
✓ Christensen Doc
George
Olson
Tarpin
Sullivan
Scott
Savage

RECEIVED
MAR 07 1978
ENGINEERING SECTION

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Action

NOTED
J. [illegible]STEEG

8577

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

RECEIVED
STATE HWY ENGR
FEB 21 '78
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

16590
Serial 73
FEB 13 1978

In reply refer to
Proposed Retractable-span Bridge
across Walluski River @ Mile 1.0
4.5 Miles SE of Astoria, Oregon

PUBLIC NOTICE NO. 78-H-05

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District from Oregon Department of Transportation, Transportation Building, Salem, Oregon 97310, for approval of location and plans for a replacement bridge across a navigable waterway as follows:

WATERWAY AND LOCATION

Walluski River at Mile 1.0 near Astoria, Oregon

CHARACTER OR WORK

The applicant proposes to replace the existing swing drawbridge at this location with a retractable-span bridge. The existing bridge has a steel swing span and timber approach spans. The bridge is badly deteriorated and in need of replacement. The proposed bridge will have a retractable steel span over the navigation channel which will provide the same horizontal clearances as the existing structure. Vertical clearance in the closed position will be increased 0.4 feet. Approach spans for the new bridge will be pre-stressed concrete. The new bridge will be positioned adjacent south of the existing bridge which will be removed. The new bridge will provide the following navigation clearances:

Horizontal - 50 Feet

Vertical - 15.5 feet at M.L.L.W. (Closed)
7.5 feet at M.H.W. (Closed)
(Unlimited Open)

(During 1972-73&74 the existing bridge was only opened to repair flood damage to the dikes upstream. No other openings have been made since 1964. Therefore, it is proposed to close the existing draw to navigation during construction of the proposed bridge. Closure would be during the off-flood season for not more than 4 months and between 1 April and 30 October.)

P/N No. 78-N-05
Bridges

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans of the proposed bridge will be granted rests upon the effect of the proposed bridge on navigation. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc., will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The project is replacement of an existing bridge on essentially the same location and alignment, therefore, it is appropriately considered a non-major federal action for the purposes of the National Environmental Policy Act (NEPA) of 1969. From information presently available it appears that no negative declaration or Environmental Impact Statement will be prepared for the project.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the proposal giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, thirteenth, Coast Guard District, ATTN: Aids to Navigation Branch, 915 Second Avenue, Seattle, Washington 98174 through 13 March 1978.

This Notice consists of two pages, three sheets of drawings and one sheet Public Notice by Oregon Department of Environmental Quality.

Sincerely,

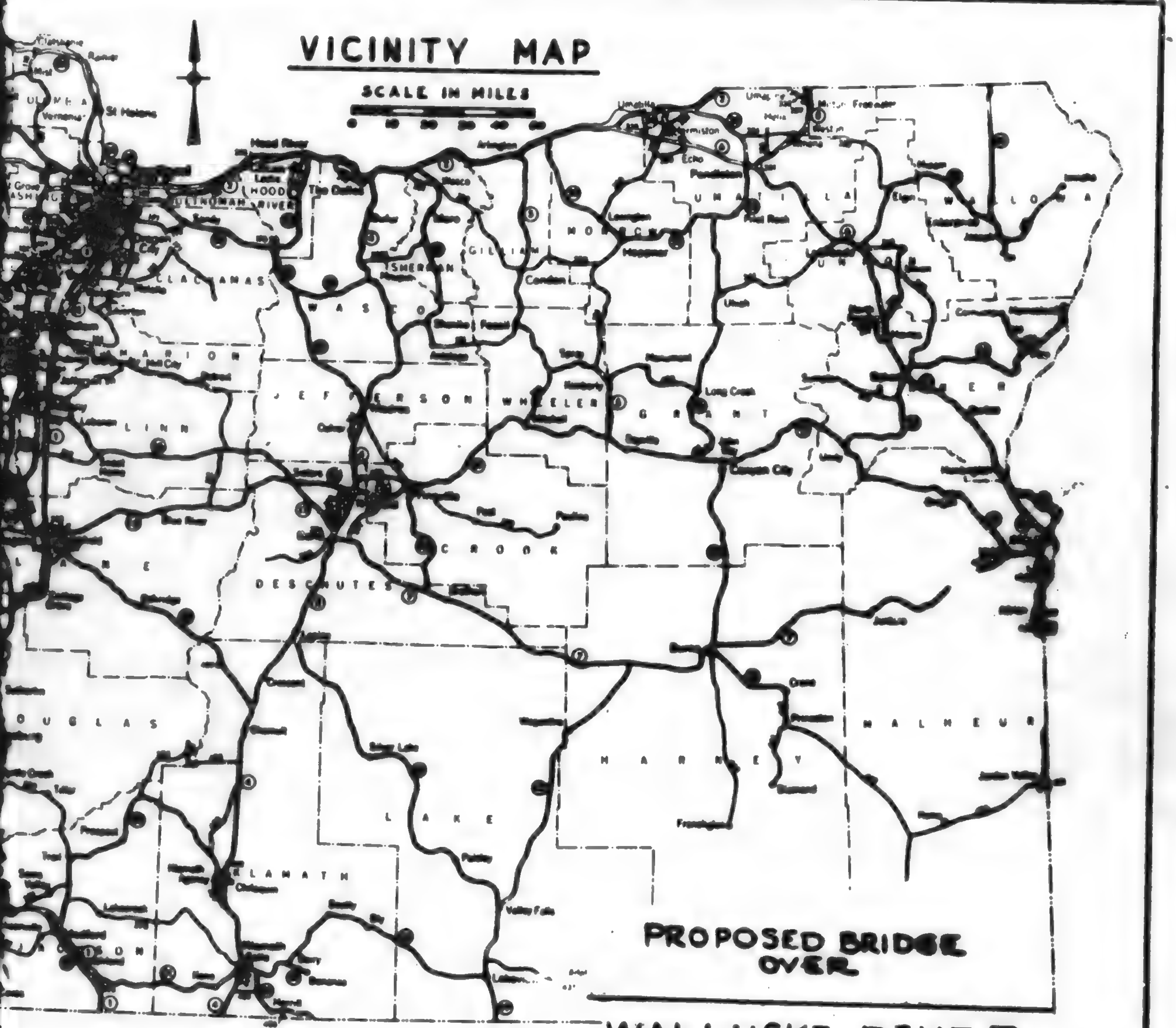
R C Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Drawings (3)
(2) P/N Oregon DEQ

VICINITY MAP
SCALE IN MILES
PROPOSED BRIDGE
CLACKAMAS
WASCO
MARION
JEFFERSON
WHEELER
GRANT
LINCOLN
LINN
CROOK
DESCHUTES
COOS
DOUGLAS
HARNEY
LAKE
KLAMATH
CURRY
JOSEPHINE
PROPOSED BR
OVER

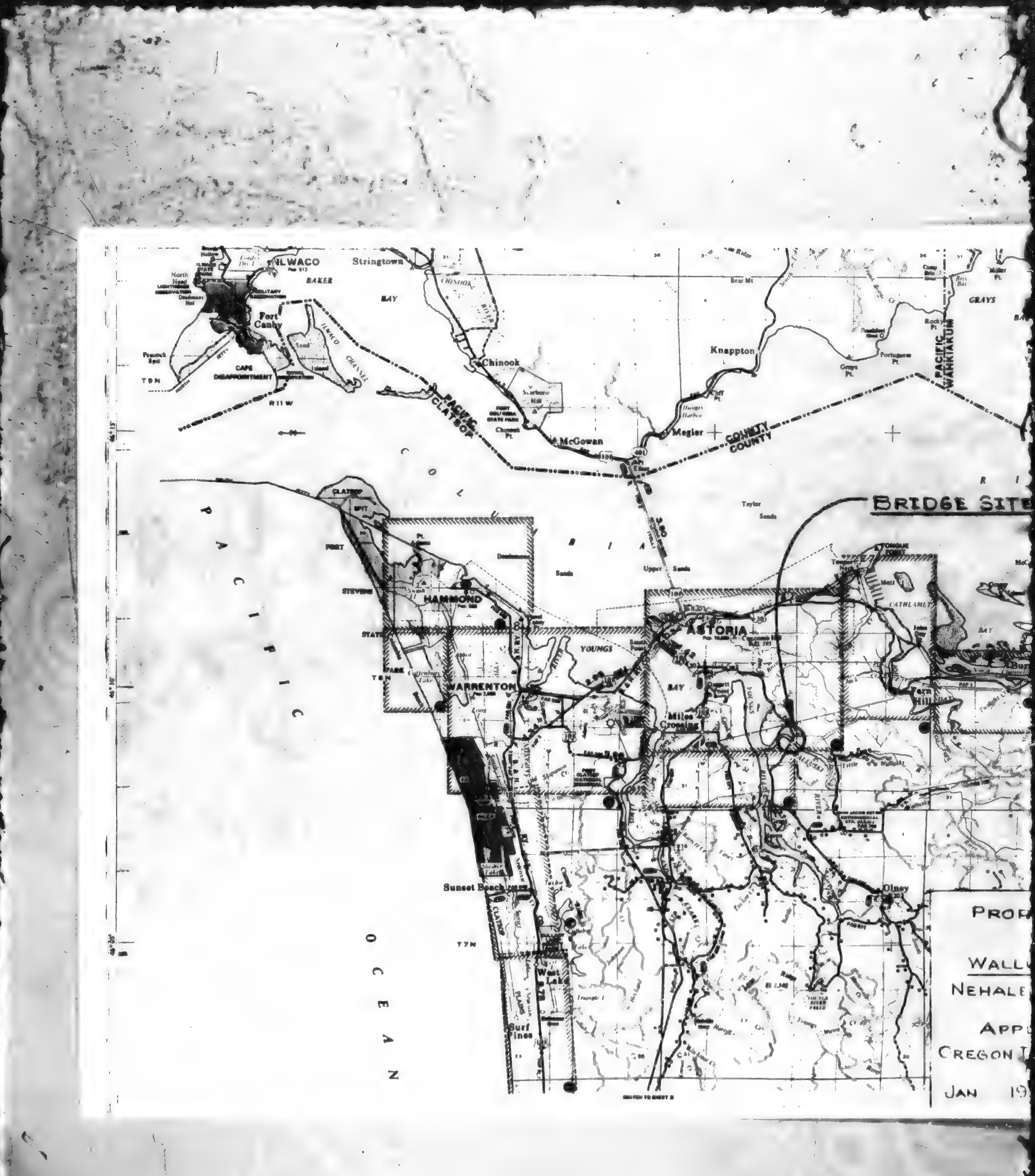
WALLUSKI R

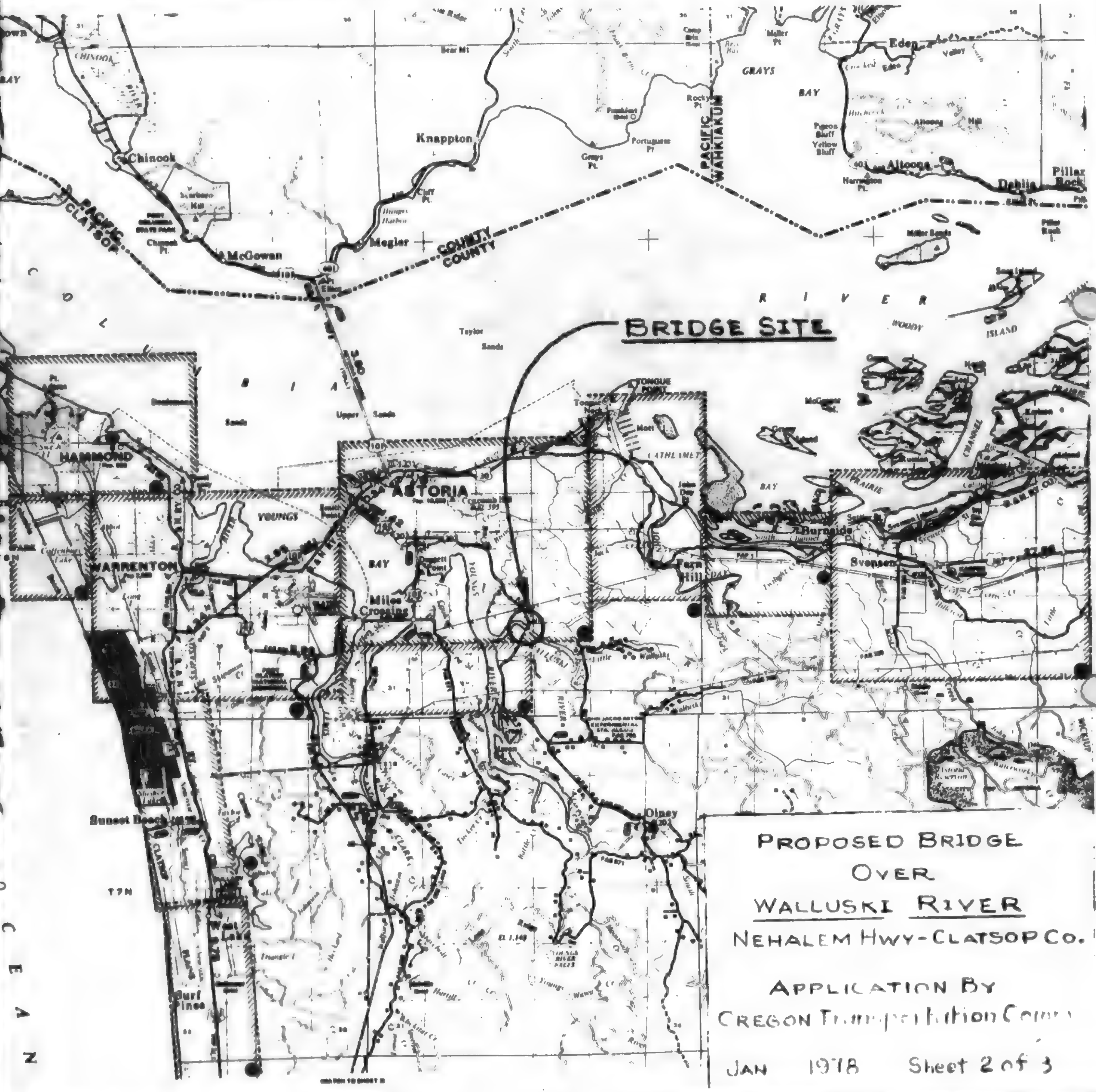
NEHALEM HWY. -
APPLICATI
OREGON TRANSPORTATI
1978


VICINITY MAP
SCALE IN MILES
CLACKAMAS
MARION
LINN
JEFFERSON
WHEELER
GRANT
CROOK
DESCHUTES
DOUGLAS
HARNEY
MALHEUR
LAKE
KLAMATH
WASCO
SHERMAN
GILLIAM
MORROW
HOOD RIVER

PROPOSED BRIDGE
OVER

WALLUSKI RIVER
NEHALEM HWY. - CLATSOP CO.
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
1978 SHEET 1 OF 3

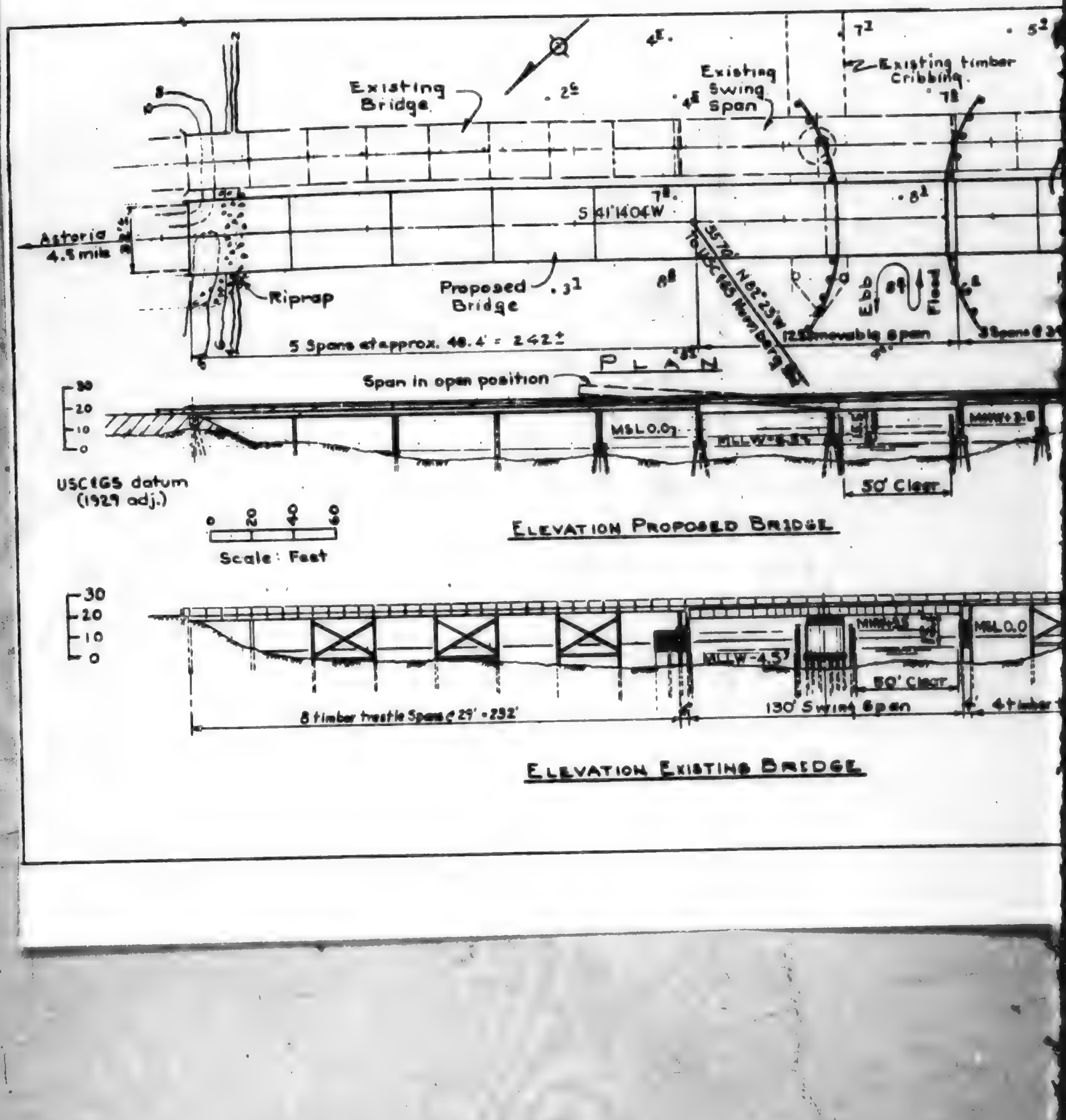

ILWACO
Stringtown
BAKER BAY
North Head
Fort Canby
Peacock Spit
CAPE DISAPPOINTMENT
T9N
R11W
CHINOOK
Chinook
Knappton
McGowan
Megler
PACIFIC COUNTY
CLATSOP COUNTY
PACIFIC WAHKIAKUM
GRAYS BAY
COLUMBIA RIVER
BRIDGE SITE
Taylor Sands
Upper Sands
CLATSOP SPIT
FORT STEVENS
STATE PARK
HAMMOND
ASTORIA
TONGUE POINT
CATHLAMET BAY
YOUNGS BAY
WARRENTON
Miles Crossing
Fern Hill
T8N
PACIFIC OCEAN
Sunset Beach
Olney
T7N
West Lake
Surf Pines
PROP
WALLU
NEHALE
APP
OREGON
JAN 19

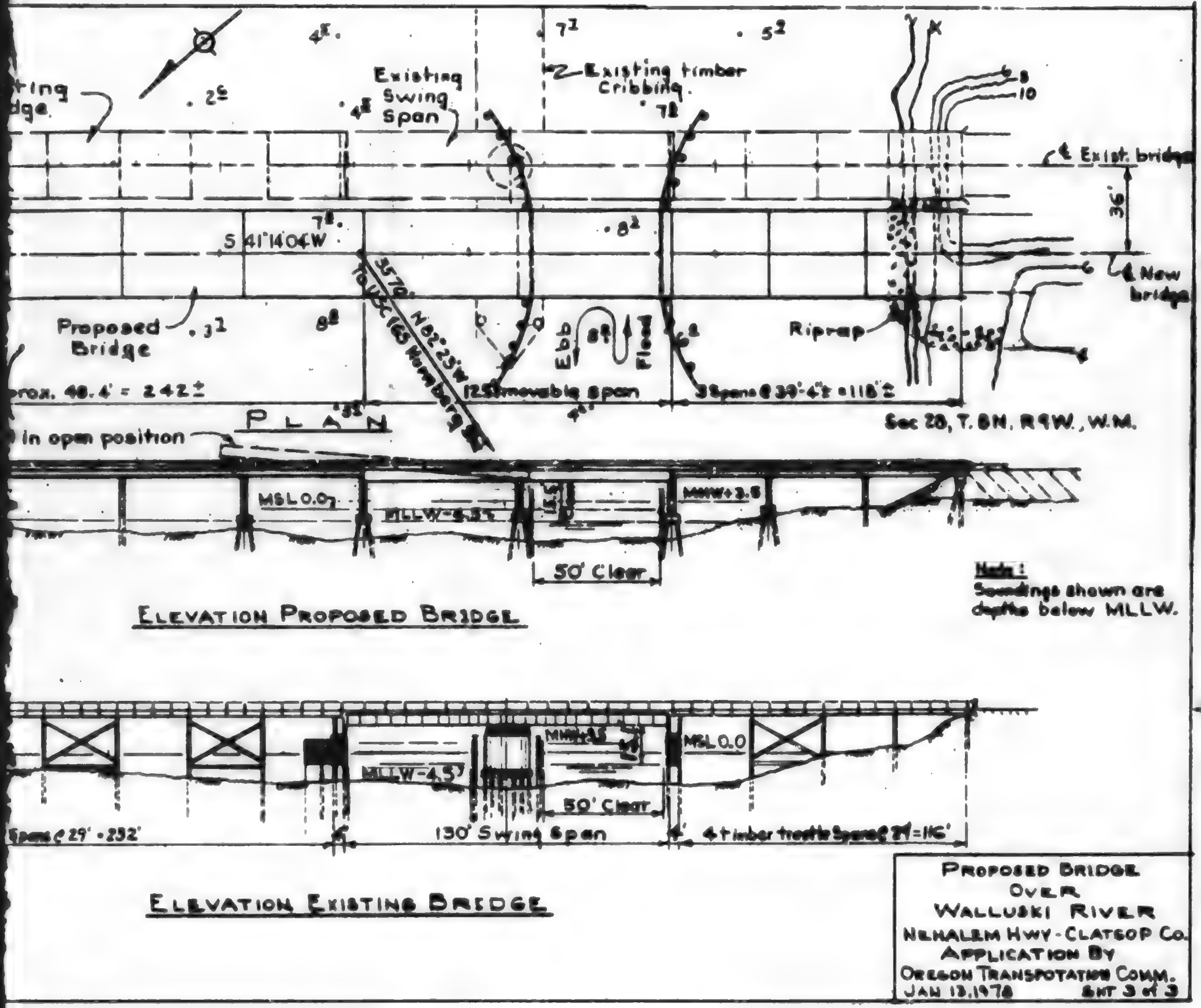

BRIDGE SITE
Chinook
Knappton
McGowan
Megler
Eden
Altoona
Dahlia
Pillar Rock
GRAYS BAY
PACIFIC
WAHKIAKUM
PACIFIC
CLATSOP
COUNTY
COUNTY
COLUMBIA
RIVER
Taylor Sands
Upper Sands
WOODY ISLAND
TONGUE POINT
CATHLAMET BAY
HAMMOND
ASTORIA
WARRENTON
YOUNGS BAY
Miles Crossing
Fern Hill
Burnside
Svensen
Olney
Sunset Beach
West Lake
Surf Pines
T7N
OCEAN

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY-CLATSOP CO.

APPLICATION BY
OREGON Transportation Comm.

JAN 1978 Sheet 2 of 3


Existing Bridge
Existing Swing Span
Existing timber Cribbing
Astoria 4.5 mile
S 41°14'04"W
357.0' N62°23'W To USC&GS Monument
Riprap
Proposed Bridge
5 Spans at approx. 48.4' = 242'±
125' movable span
3 Spans @ 34
PLAN
Span in open position
MSL 0.0
MLLW -5.3
MHW +2.8
50' Clear
USC&GS datum (1929 adj.)
Scale: Feet
0 20 40 60
ELEVATION PROPOSED BRIDGE
30
20
10
0
MLLW -4.5
MHW +4.5
MSL 0.0
50' Clear
8 timber trestle Spans @ 29' = 232'
130' Swing Span
4 timber
ELEVATION EXISTING BRIDGE



Existing Bridge
Existing Swing Span
Existing timber Cribbing
℄ Exist. bridge
℄ New bridge
36'
S 41°14'04"W
35'70" N 82°23'W Toll Bc (65 Nenbers)
Proposed Bridge
Riprap
Ebb
Flood
Approx. 48.4' = 242±
125 movable span
3 Spans @ 39'-4" = 118±
PLAN
in open position
Sec 28, T. 8N, R9W, W.M.
MSL 0.0
MLLW -5.3
MHW +3.5
50' Clear
Note:
Soundings shown are depths below MLLW.
ELEVATION PROPOSED BRIDGE
MHW +3.5
MSL 0.0
MLLW -4.5
50' Clear
Spans @ 29' = 232'
130' Swing Span
4 timber trestle Spans @ 29' = 116'
ELEVATION EXISTING BRIDGE

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY - CLATSOP CO.
APPLICATION BY
OREGON TRANSPORTATION COMM.
JAN 13, 1978 SHT 3 of 3

8877

8

CATEGORY
3 PROJECT

NON-MAJOR
BRS-133 (1)

ADDENDUM
Walluski River Bridge
Nehalem Highway
Clatsop County

Completion of the preliminary engineering of the bridge replacement project has indicated that a temporary detour structure to carry traffic during construction is not economically feasible and that the alternative of closing the highway to traffic during this period would require an excessive amount of out-of-direction travel for local and through traffic.

It is the conclusion of the Oregon State Highway Division that the most feasible alternative is a stage construction procedure that would maintain the existing traffic pattern during construction. This would be accomplished by moving the highway center line downstream (westerly) so that half of the new structure can be constructed before the existing structure is removed. One-way traffic, controlled by signals, would then be in effect until the rest of the structure was completed to where two lanes of traffic could be re-established.

The proposed slide-out span structure can be constructed in this manner and provide for river traffic also.

Replacement of the bridge in this manner would require approximately 0.48 acre of additional right-of-way, 0.16 acre of land from a 5.02 acre Clatsop County property and 0.32 acre of pasture land from a 24.5 acre private ownership. A 25 by 82 foot single story wood frame building on the County property would also be displaced. The building is apparently being used as a warehouse or storage facility at the present time. The possibility of moving this structure to adjacent County property would be considered during right-of-way negotiations. All right-of-way acquired would be in accordance with the Uniform Relocation Assistance and Real Property Act of 1970.

Construction cost for the proposal is estimated to be $1,100,000; right-of-way, including relocation benefits and other anticipated costs, is estimated to be $6,100.00.

2/10/78

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 Engineer
District 1 Engineer
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
D. E. Swan

RECEIVED
STATE HWY ENGR
FEB 13 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
FEB 7 1978
File: PM FA
LG OP
TAA ____________

NOTED
H.S. COULTER

8877

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 2, 1978

In reply refer to: HB.2-OR

SUBJECT: Oregon Project RS-A133(1)
Walluski River Bridge Section
Clatsop County
Addendum to Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The addendum to the subject project assessment submitted with Mr. Potter's January 17, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
ODOT (Hunter, Mgr, Tech Svcs Br)
ODOT (Moehring, Mgr, Proj Mgmt) ✓
OSHD (Ed Welsh, Reg 2 Env)

2/10/78

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 Engineer
District 1 Engineer
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
D. E. Swan

RECEIVED
STATE HWY ENGR
FEB 10 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
FEB 7 1978
TAA
File: PM FA
LG OP

NOTED
H.S. COULTER

8877 102

Salem, Oregon
January 31, 1978

Fred Eriksen
Design Engineer Supervisor

Robert Royer
Region 2 Construction Engineer

Walluski River Bridge
Nehalem Highway
Clatsop County

We have completed comparative cost estimates for the 17-foot and 36-foot construction centerline offsets from the existing centerline. The 17-foot offset requires stage constructing the bridge while the 36-foot offset does not.

The estimates indicate the 36-foot offset at $1,190,000 will save about $75,000 in construction costs against the 17-foot offset.

We would like to consider the effect on right-of-way costs with the 36-foot offset.

Please furnish us with right-of-way estimates for the 17-foot and 36-foot requirements. The 17-foot right-of-way is shown in blue and the 36-foot in red on the attached sheets.

Structural Design informs us the bridge would remain closed to river traffic for two months with the 36-foot offset and five months with the 17-foot offset.

FE:ab
Encl.: 3 Sheets
cc: L. L. Wallace
James Dixon

1 Versteeg ✓
2 Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
JAN 31 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8877

8

January 31, 1978

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Permit Application
Proposed Bridge Replacement
Nehalem Secondary Highway Bridge Across Walluski River
Clatsop County Near Astoria, Oregon
Approximate River Mile 1.0

Application is hereby made by the Oregon Department of Transportation at Salem, Oregon for approval by the Commandant of the Coast Guard of plans to replace the Walluski River Bridge near Astoria, Oregon. The structure is at approximate River Mile 1.0 and was built under permit dated March 31, 1938. The existing bridge has a steel swing span and timber approach spans. The entire structure is badly deteriorated and in need of replacement. The proposed bridge will have a steel slide-out span over the navigation channel. The approach spans will be of prestressed concrete construction. The horizontal clearance for navigation will be 50 feet, which is the same as provided by the existing structure.

In order to facilitate construction of the new bridge, it will be necessary to have a period during which the old structure cannot be opened to river traffic. The closed period will be for not more than four months and will occur sometime between April 1 and October 30, depending upon the contractor's construction schedule.

Since 1964 the existing structure has been opened only in 1972, 1973, and 1974. There were four openings in each of those years during the flood season for purposes of repairing the dikes which had been damaged by action of the floods. Restricting closure of the span to the off-flood season should not cause a hardship to navigation.

Legal authority for the structure is found in the General Bridge Act of 1946, amended. Attached are four certified copies of an excerpt from the minutes of the Oregon Transportation Commission authorizing contracting of this project.

Also attached are two copies of the Project Assessment for this bridge, concurred in by the Federal Highway Administration. The assessment indicates this is a Category 3, Non-Major Action which requires no additional environmental documents.

Enclosed are one set of reproducibles and four prints each of Sheets 1 through 3 of the permit drawings.

It is currently anticipated that we will receive bids for this project in October, 1978.

The issuance of a permit for this bridge replacement, including the necessary authorization to keep the structure closed to navigation during a portion of the construction, is requested.

Very truly yours,

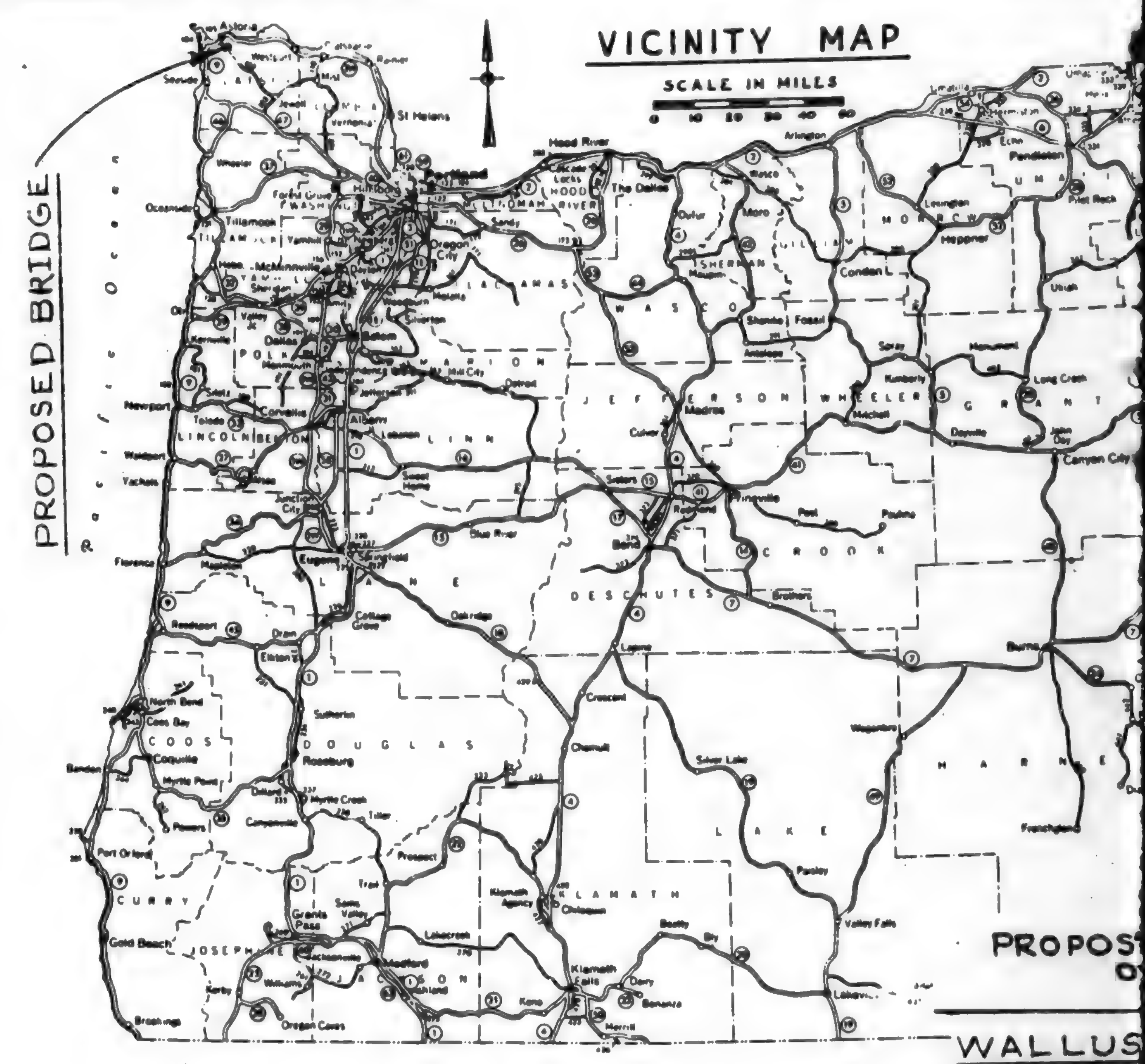
E. S. Hunter
Technical Services Engineer

Attachments

bc F. B. Klaboe
D. H. Moehring (enc.)
J. H. Versteeg "
Gary Potter "
Walt Hart
C. O. Fredrickson "

RWE:dh ja

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
Pacific Ocean
Astoria
Seaside
St Helens
Wheeler
Tillamook
Forest Grove
Hillsboro
Portland
Oregon City
McMinnville
Hood River
The Dalles
Sandy
Salem
Dallas
Newport
Toledo
Corvallis
Albany
Waldport
Yachats
Junction City
Eugene
Springfield
Florence
Reedsport
Cottage Grove
North Bend
Coos Bay
Coquille
Bandon
Roseburg
Myrtle Creek
Powers
Port Orford
Gold Beach
Brookings
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Bend
Redmond
Prineville
Madras
Pendleton
Heppner
Condon
Arlington
Canyon City
Burns
Frenchglen
Silver Lake
Paisley
Valley Falls
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
YAMHILL
MULTNOMAH
HOOD RIVER
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
WHEELER
GRANT
HARNEY

PROPOS
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WALLUS
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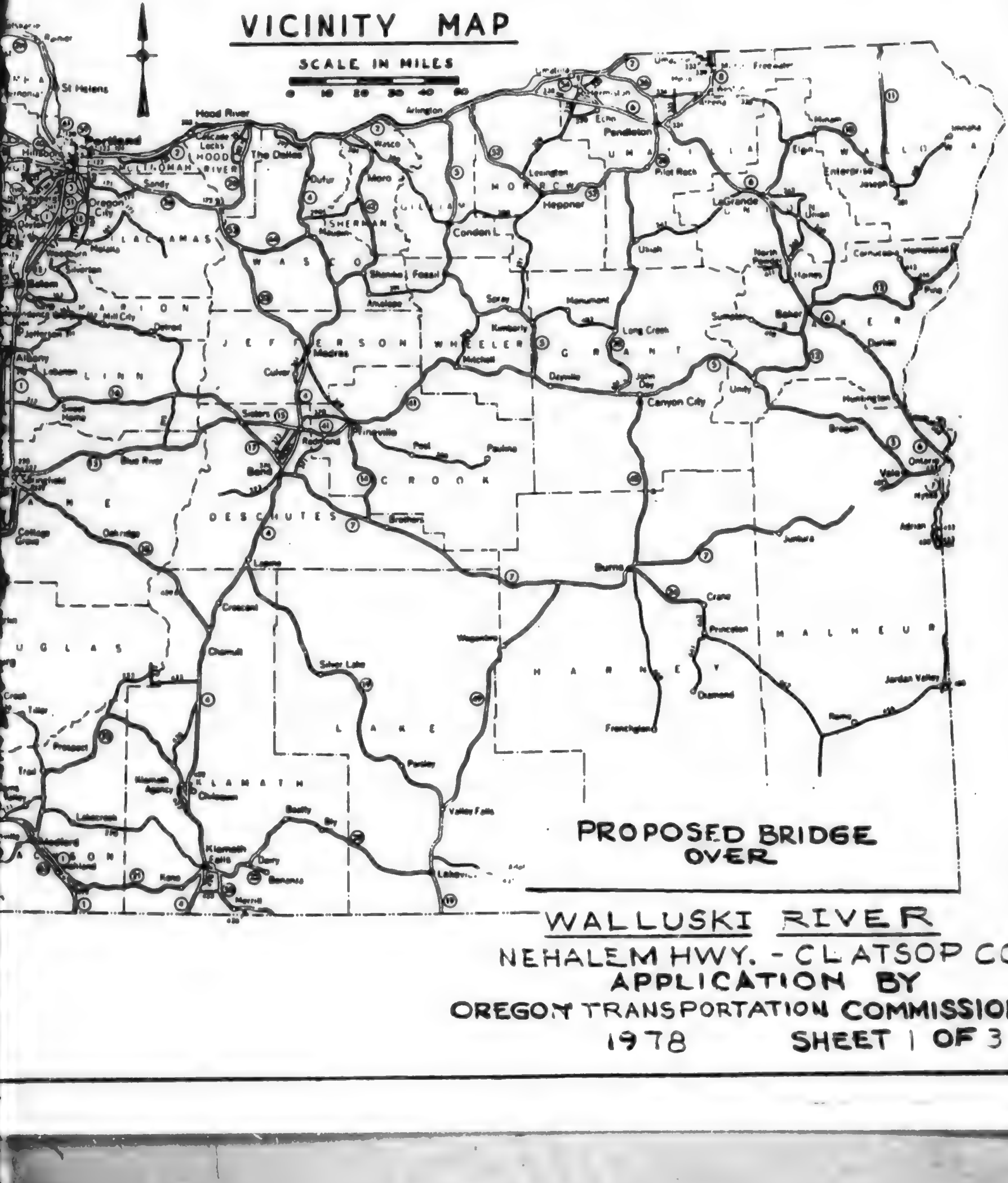
APPLI
OREGON TRANSP
1978

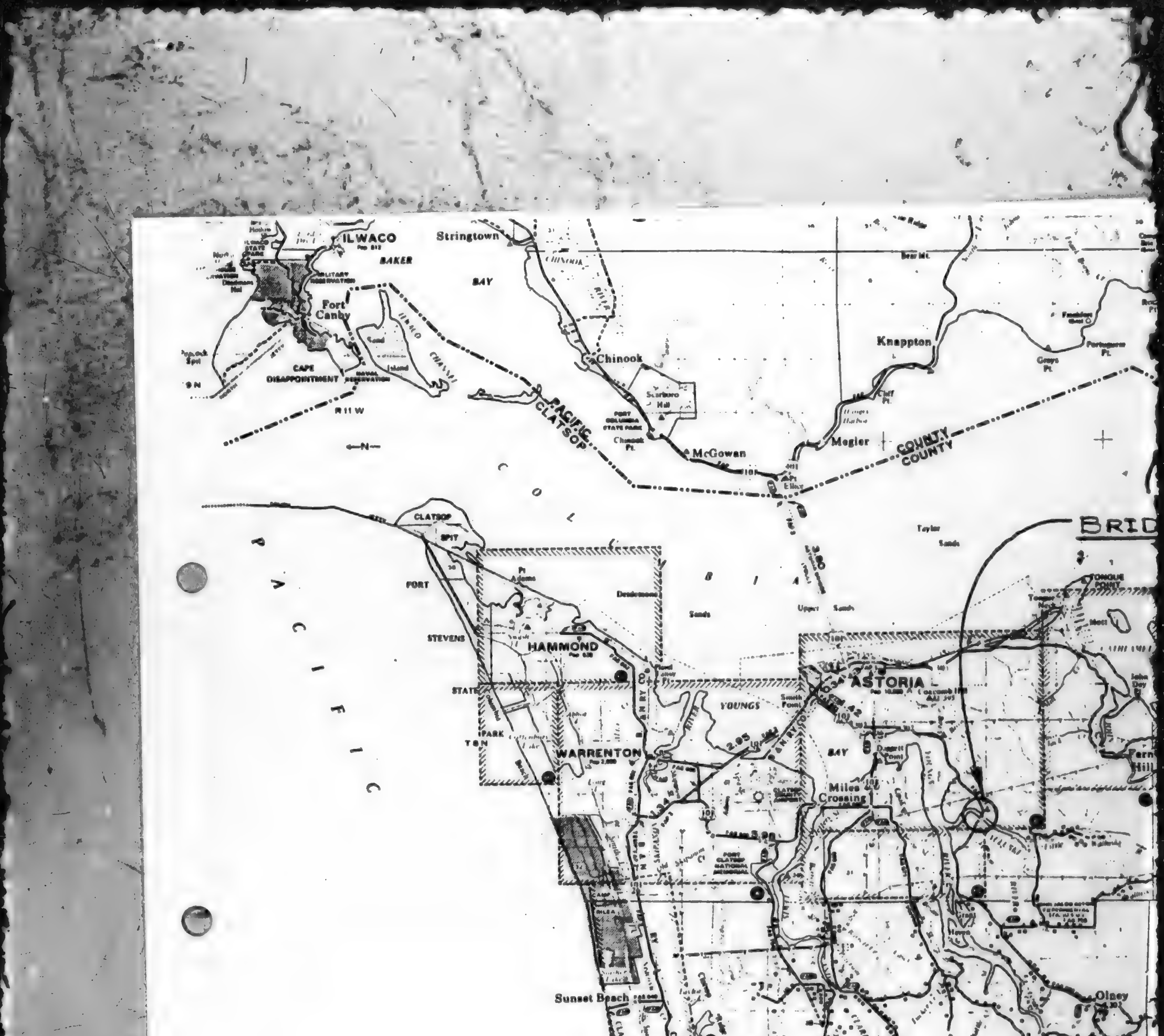
VICINITY MAP

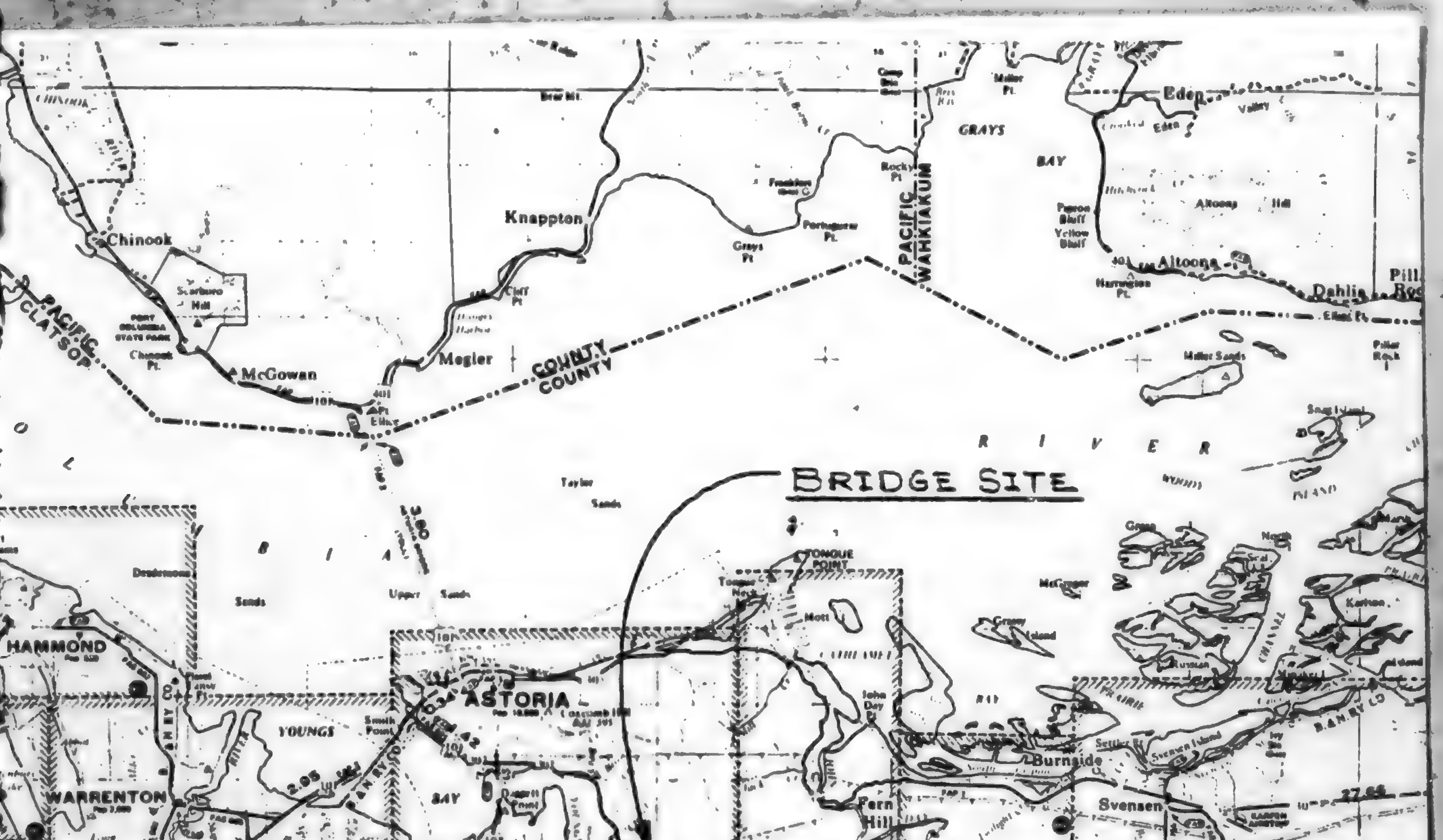

SCALE IN MILES
0 10 20 30 40 50
St Helens
Portland
Hood River
The Dalles
Oregon City
Arlington
Pendleton
Heppner
Condon
Lexington
Moro
Madras
Prineville
Redmond
Bend
La Grande
Baker
Enterprise
John Day
Canyon City
Burns
Ontario
Vale
Huntington
Klamath Falls
Lakeview
Albany
Salem
Springfield
Cottage Grove
Diamond
Frenchglen
Jordan Valley
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
JEFFERSON
CROOK
DESCHUTES
LINN
MARION
CLACKAMAS
HOOD RIVER
MULTNOMAH
LANE
DOUGLAS
KLAMATH
LAKE
HARNEY
MALHEUR

PROPOSED BRIDGE
OVER

WALLUSKI RIVER

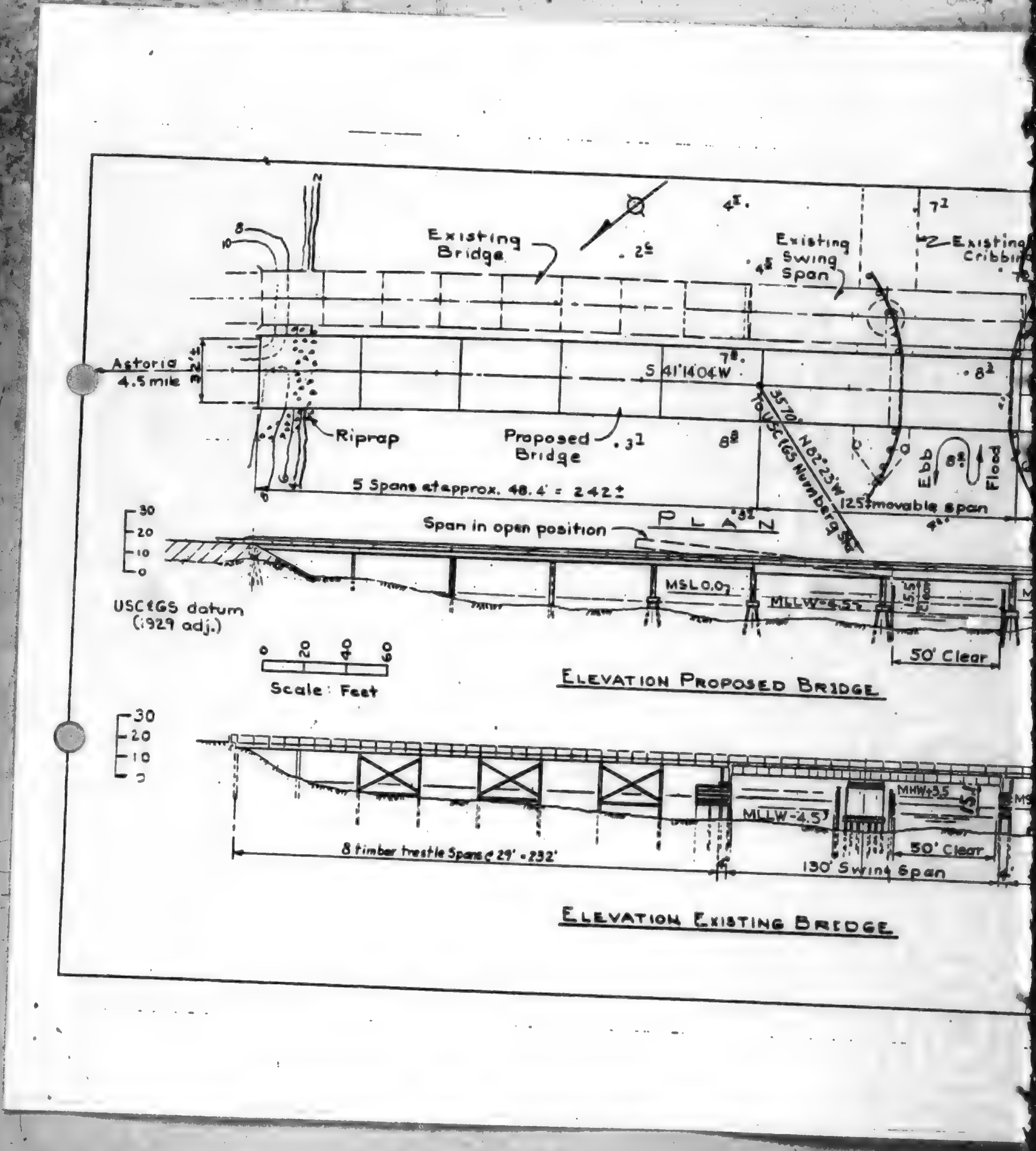
NEHALEM HWY. - CLATSOP CO.
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
1978 SHEET 1 OF 3

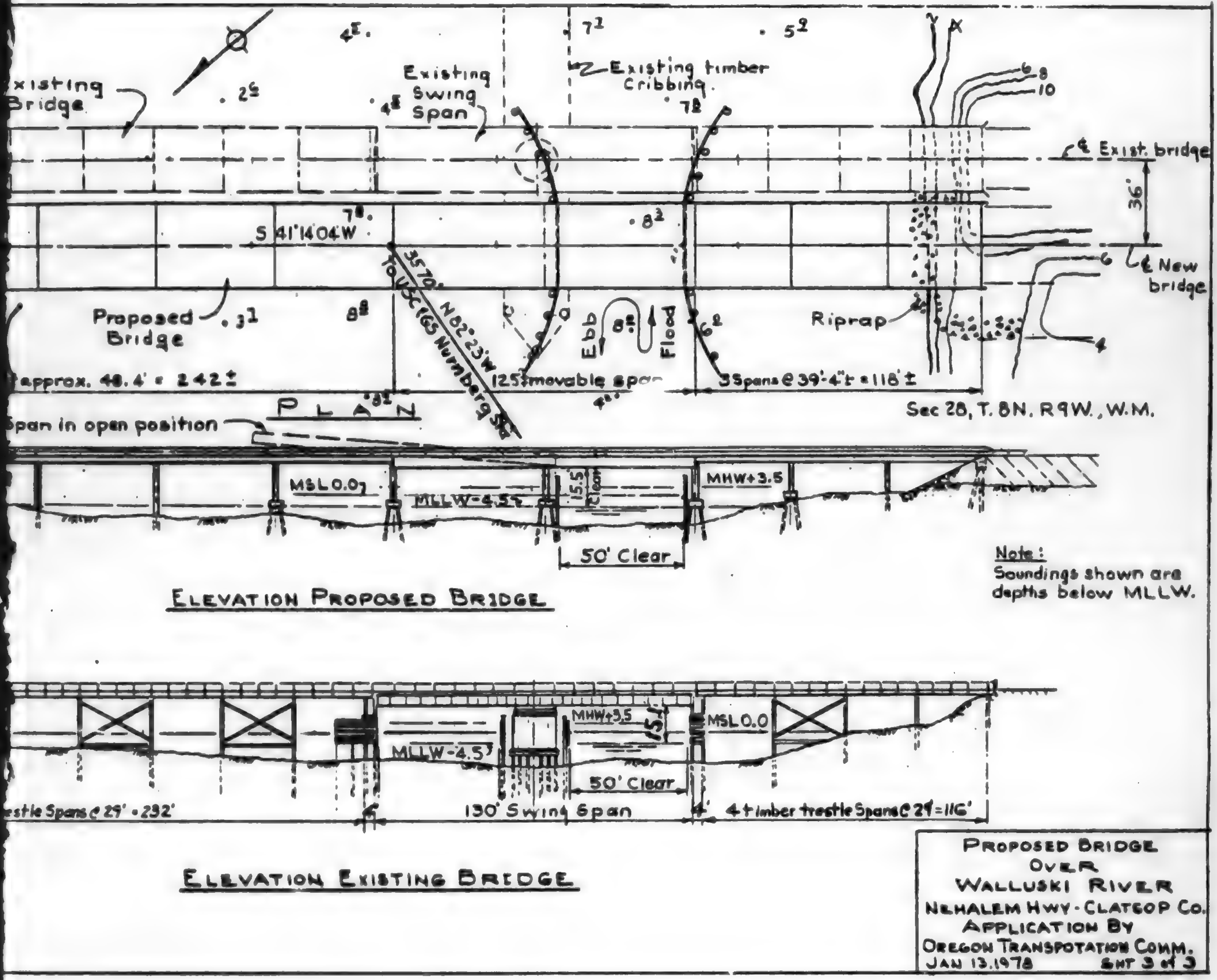

ILWACO
Stringtown
BAKER
BAY
Fort Canby
CAPE DISAPPOINTMENT
Chinook
Knappton
McGowan
Megler
PACIFIC
CLATSOP
COUNTY
COUNTY
COLUMBIA
CLATSOP SPIT
FORT STEVENS
HAMMOND
STATE PARK
WARRENTON
YOUNGS BAY
ASTORIA
Miles Crossing
Taylor Sands
Upper Sands
TONGUE POINT
BRID
Sunset Beach
West Lake
Surf Pines
Olney
PACIFIC OCEAN
T9N
T8N
T7N
R11W


BRIDGE SITE
Chinook
Knappton
McGowan
Megler
Eden
Altoona
Dahlia
GRAYS BAY
PACIFIC
WAHKIAKUM
PACIFIC
CLATSOP
COUNTY
COUNTY
RIVER
Taylor Sands
Upper Sands
TONGUE POINT
Mott
HAMMOND
ASTORIA
YOUNGS BAY
WARRENTON
Miles Crossing
Fern Hill
Burnside
Svensen
Olney
Sunset Beach
West Lake
Surf Pines
77N

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY - CLATSOP CO.

APPLICATION BY
OREGON Transportation Comm.


Existing Bridge
Existing Swing Span
Existing Cribbing
Astoria 4.5 mile
S 41°14'04"W
Riprap
Proposed Bridge
3570' N62°23'W To USC&GS Numberg Sta.
Ebb
Flood
125'± movable span
5 Spans at approx. 48.4' = 242'±
PLAN
Span in open position
MSL 0.0
MLLW -4.5
15.5' Clear
50' Clear
USC&GS datum (1929 adj.)
0 20 40 60
Scale: Feet
ELEVATION PROPOSED BRIDGE
30
20
10
0
MHW +3.5
MLLW -4.5
50' Clear
8 timber trestle Spans @ 29' = 232'
130' Swing Span
ELEVATION EXISTING BRIDGE


Existing Bridge
4²
2⁵
4⁸
Existing Swing Span
7²
5²
Existing timber Cribbing.
7⁸
6
8
10
℄ Exist. bridge
36'
7⁸
S 41°14'04"W
8³
6
℄ New bridge
35.70' N 62°23'W
To U.S.C.&G.S. Number 9 Std.
Proposed Bridge
3¹
8⁸
Ebb
8⁵
Flood
6²
Riprap
4
approx. 48.4' = 242±
125± movable span
3 Spans @ 39'-4"± = 118'±
PLAN
Span in open position
Sec 28, T. 8N., R9W., W.M.
MSL 0.0
MLLW -4.5±
15.5 Clear
MHW +3.5
50' Clear
ELEVATION PROPOSED BRIDGE
MHW +3.5
15.5
MSL 0.0
MLLW -4.5
50' Clear
trestle Spans @ 29' = 232'
130' Swing Span
4 timber trestle Spans @ 29' = 116'
ELEVATION EXISTING BRIDGE

Note:
Soundings shown are depths below MLLW.

PROPOSED BRIDGE
OVER
WALLUSKI RIVER
NEHALEM HWY - CLATSOP CO.
APPLICATION BY
OREGON TRANSPOTATION COMM.
JAN 13, 1978 SHT 3 of 3

8277 102

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1978

SUBJECT: Walluski River Bridge Section
Nehalem Highway
Clatsop County
Approach Fill Foundations

To: Frank Terpin
Location Engineer

At the subject section, the approach fills may or may not have to be counterbalanced to make them stable. If counterbalances are required, they will be needed on the ends of the fills also. This will require lengthening the structure probably because the counterbalance fill cannot be placed in the channel.

Existing penetration and moisture tests in the three existing drill holes are insufficient to evaluate the need for counterbalances. Samples for laboratory shear and consolidation tests must also be obtained before the need, size, and extent of counterbalances can be determined.

Representative shelby tube samples should be obtained from two locations in each proposed approach fill area, down to at least minus 30 elevation and submitted to the laboratory for testing.

F. W. Yarbrough
Soils Engineer

FWY:af

cc: ~~John Sheldrake~~
Bill Fretwell
Fred Ericksen
Jack Davis
~~J. H. Versteeg~~

REFERRED TO
Beard
Dorn
Cole
Sample
1 Eriksen FE
Watson
Heger
Lau
[✓ Return] Discuss Do ~~File Copy~~ Due
BY FINAL DESIGN ENGINEER

Versteeg
1 Christensen Doc
George
Olson
~~Terpin~~
Sullivan
Scott
Savage

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JAN 26 1978
ENGINEERING SECTION

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Return To
Bring Up / /
Action

8877

9

STATE OF OREGO

INTEROF CE MEMO

TO: Mr. E. S. Hunter
Technical Services Engineer

DATE: December 23, 1977

FROM: Walter J. Hart Walter J Hart
Structural Design Engineer

SUBJECT: Walluski River Bridge Replacement
Bridge 2320A
Nehalem Highway, No. 102
Tentative Progress Schedule

Attached is a tentative progress schedule for advancing the subject project to contract in accord with your previous instructions. The operation times shown have been checked with the sections involved and can be accomplished if unforeseen circumstances are not encountered.

Progress in accord with this schedule will eliminate the need for the expenditure of $130,000 as outlined in John Wood's letter of December 16, 1977.

We will monitor the events shown and keep you appraised as to progress.

WJH:dh

cc (all with attachs.)

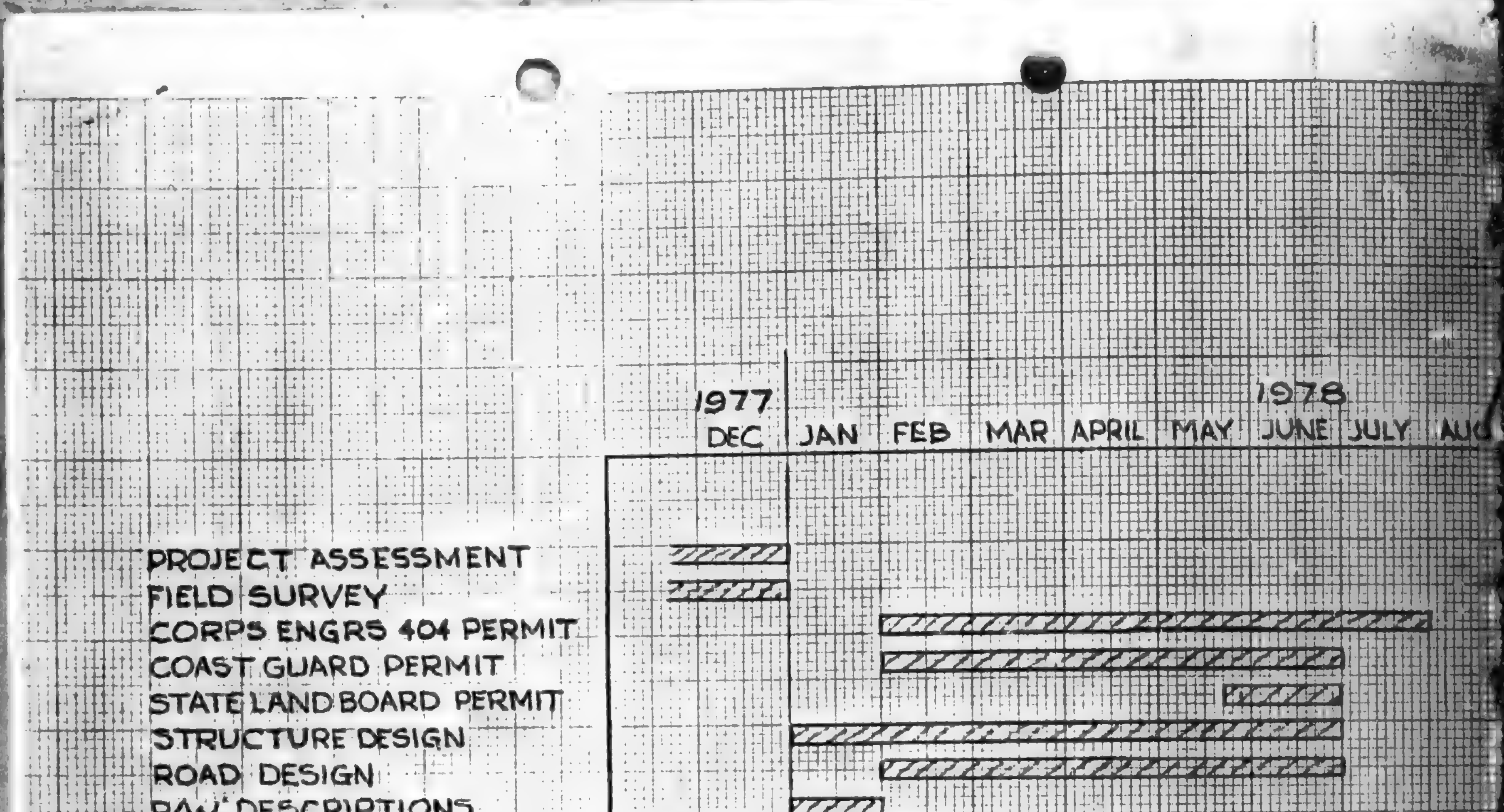
R. L. Schroeder
John Sheldrake
J. H. Versteeg
J. B. Boyd
D. H. Moehring
L. L. Wallace

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
DEC 27 '77
REFER TO
FOR

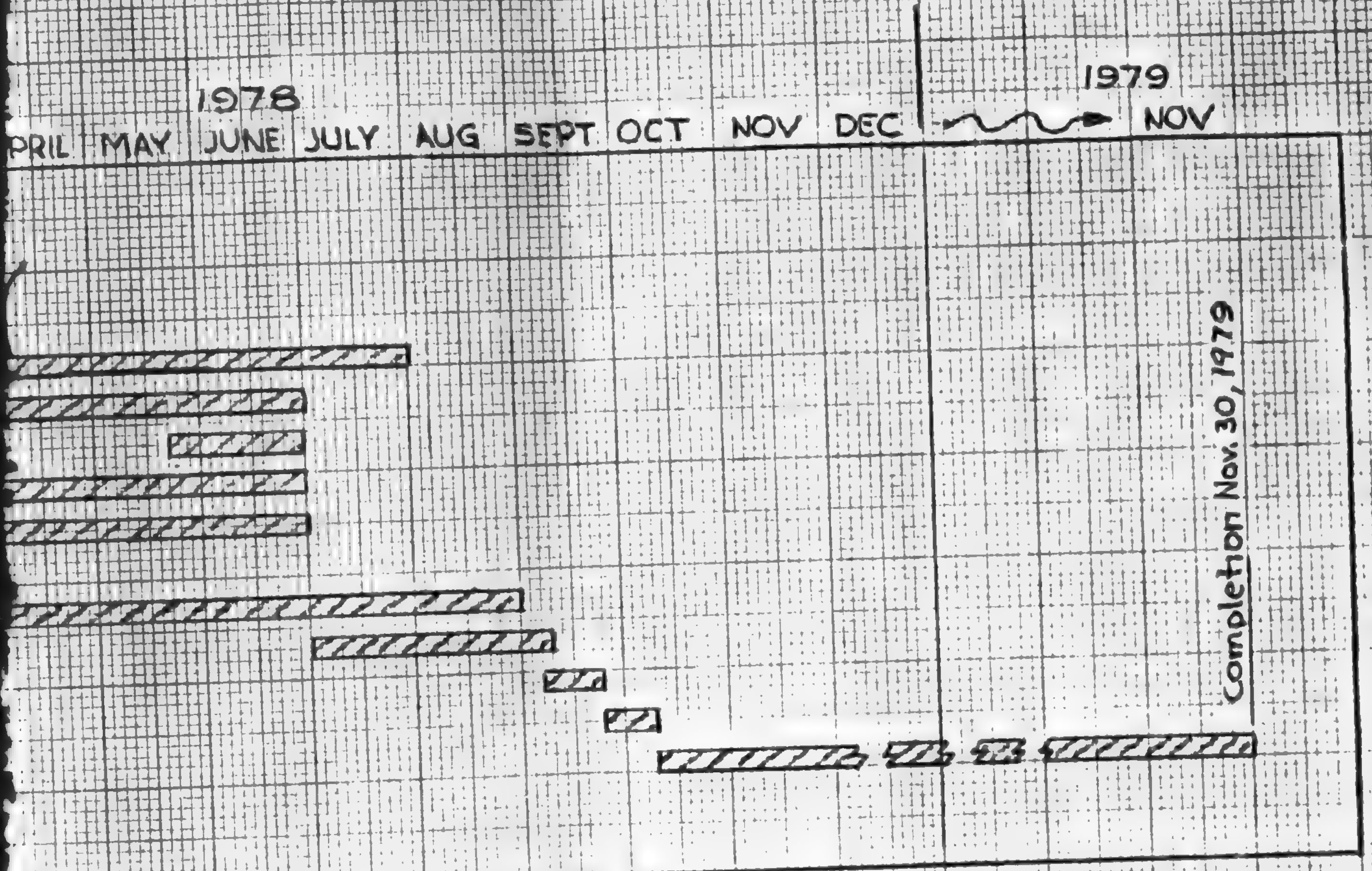
Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387



TENTATIVE PROGRESS SCH

WALLUSKI RIVER BRIDGE RE
NEHALEM HWY. NO. 10
CLATSOP COUNTY
Dec. 1977



NTATIVE PROGRESS SCHEDULE

KI RIVER BRIDGE REPLACEMENT

NEHALEM HWY. NO. 102
CLATSOP COUNTY
Dec. 1977

FORM 81-734-3030

8877

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 16, 1977

FILE:

FROM: JHWood
John H. Wood
Structure Maintenance Engineer

SUBJECT: Walluski River Bridge #2320
Hwy. No. 102, M.P. 4.60

TO: R. W. Ellison
Structure Design Section

RECEIVED
DEC 20 1977
BRIDGE SECTION

RECEIVED
TECHNICAL SERVICES
DEC 19 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

If Walluski River Bridge replacement is delayed beyond the scheduled October-November-December, 1978 contract letting, repairs needed in the very near future are as follows:

- Clean, repair, and paint steel swing spans
- Replace timber deck on swing spans
- Replace pier protection
- Replace decayed frame bents and piles
- Replace 2X2 decking on approach spans
- Strap or pin all frame bents

Estimated total cost for these repairs is $130,000. This is well beyond feasible expenditures for maintenance repairs and exceeds State matching money for full replacement.

JHW:ji
cc: Ed Payton

Ed- The Walluski R. Br. is on the 6 yr. Prog. for Fiscal '80 under both Program A & B. The repairs @ $130,000 equal our match money under a full replacement. It will take 9-12 monthes to develope the job after the survey comes in. There will a Coast Guard permit req'd.
Walt

RECEIVED
DEC 16 1977
BRIDGE SECTION

8877

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: October 6, 1977

TO: L. W. Rulien, Assistant Director
for Transportation Policy & Program Development

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Walluski River Bridge

Please note the attached correspondence from Ed Hunter concerning the Walluski River Bridge on the Nehalem Secondary Highway.

I agree with Ed that we should program this project for construction in September of 1978.

Please advise me if you have any problems with this procedure.

FBK:srb

Attachment

cc: E. S. Hunter
D. H. Moehring

RECEIVED
OCT - 7 1977
Policy Development

Fred - anticipate no problem
will consider for FY 79 when
we make up final program
R

cc Blensly

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
OCT 20 77
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Coulter

11-22-77
cy Pg 2 10-21

8877

F. B. Klaboe September 30, 1977

E. S. Hunter
Technical Services Engineer

Walluski River Bridge
Nehalem Secondary Highway

The Walluski River Bridge on the Nehalem Secondary Highway, is in serious need of major repairs.

According to the attached letter from Walt Hart, the State match for Federal-aid replacement of the structure will approximately equal the estimated cost of maintenance repairs.

The preliminary Six-Year Program shows the project in the year 1980. The project can be ready for contract in September of 1978, and I request that the project therefore be shown in the program for fiscal year 1979.

ESH:ja

cc J. H. Versteeg
Walt Hart
John Sheldrake

7-77

GENERAL FILES

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September ~~22~~, 1977 26,

FILE:

Walter Hart

FROM: Walter J. Hart
Structural Design Engineer

TO: Mr. E. S. Hunter
Technical Services Manager

SUBJECT:

Walluski River Bridge
Nehalem Secondary Highway (Hwy. 102
Bridge 2320A
Project Scheduling

The letter of July 11, 1977, written by Bob Ellison pretty well summarized the condition of the subject structure. It is badly in need of replacement and is in such a condition that high maintenance expenditures will be necessary if it is not replaced soon. The use of such funds for match money to replace the bridge, instead of for maintenance to patch the bridge, seems prudent. The Regional Engineer agrees with this philosphy.

Enclosed is a rough schedule which indicates a possible contract letting date of September 1978. The schedule has been checked with the Regional Engineer and appears reasonable provided field work, design, et cetera, are all pursued in a timely manner. Depending on treatment of detour, right-of-way may not be required.

The environmental documents required have been completed. We have received concurrence from FHWA that the bridge is eligible for replacement with some type of federal funding. The bridge is on the current list of candidates eligible for SBR funding. Estimated cost of the project is $1 million.

It is requested that this project be placed on the construction schedule with a September 1978 date for receipt of bids.

RWE:dh
Enclosure

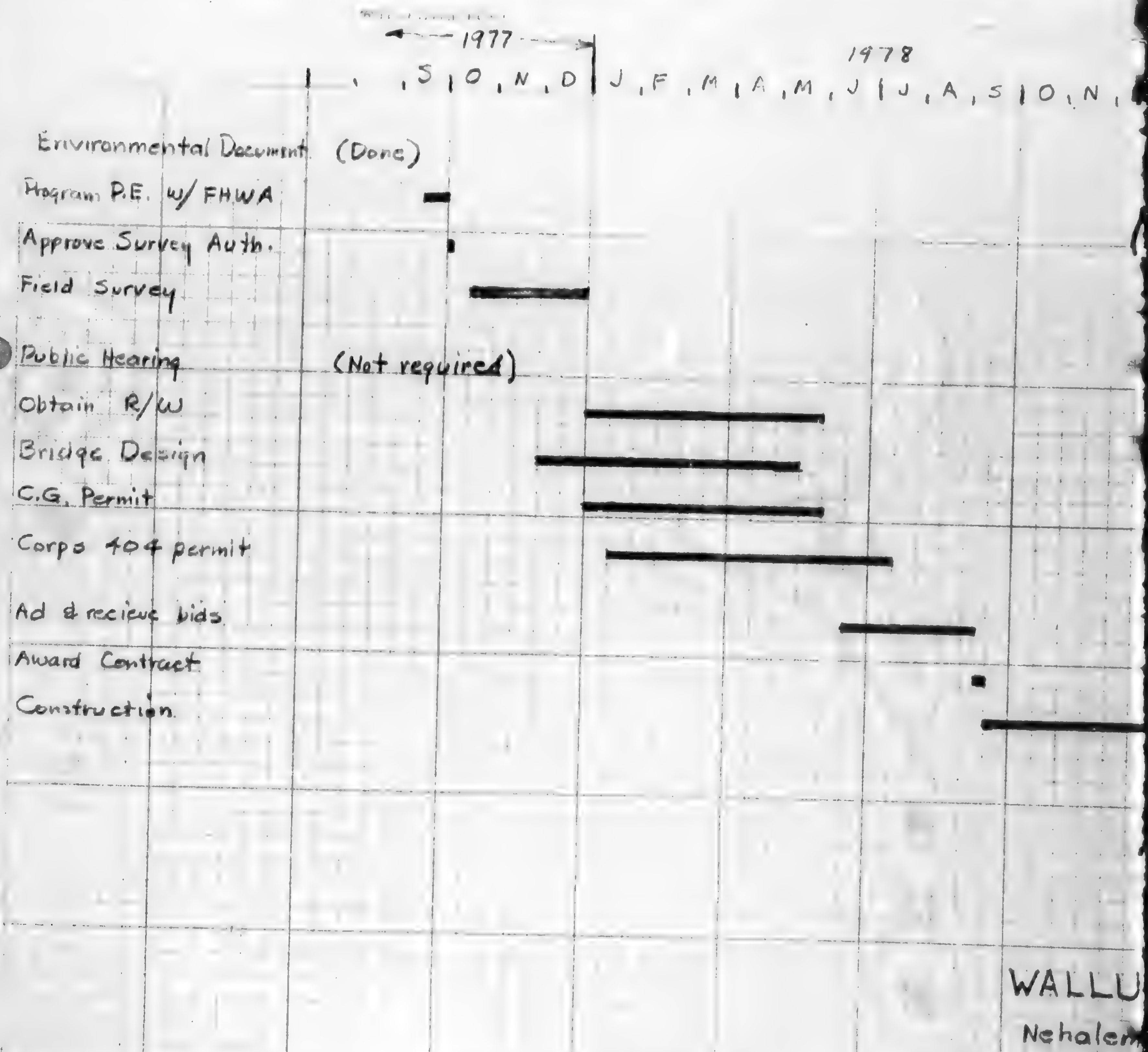
cc J. H. Versteeg
D. H. Moehring
R. L. Schroeder
John Sheldrake
L. L. Wallace

Maint needed
$150,000 maint $
Structural Steel repair
Paint
New Deck.

RECEIVED
TECHNICAL SERVICES
SEP 23 '77
REFER TO
FOR

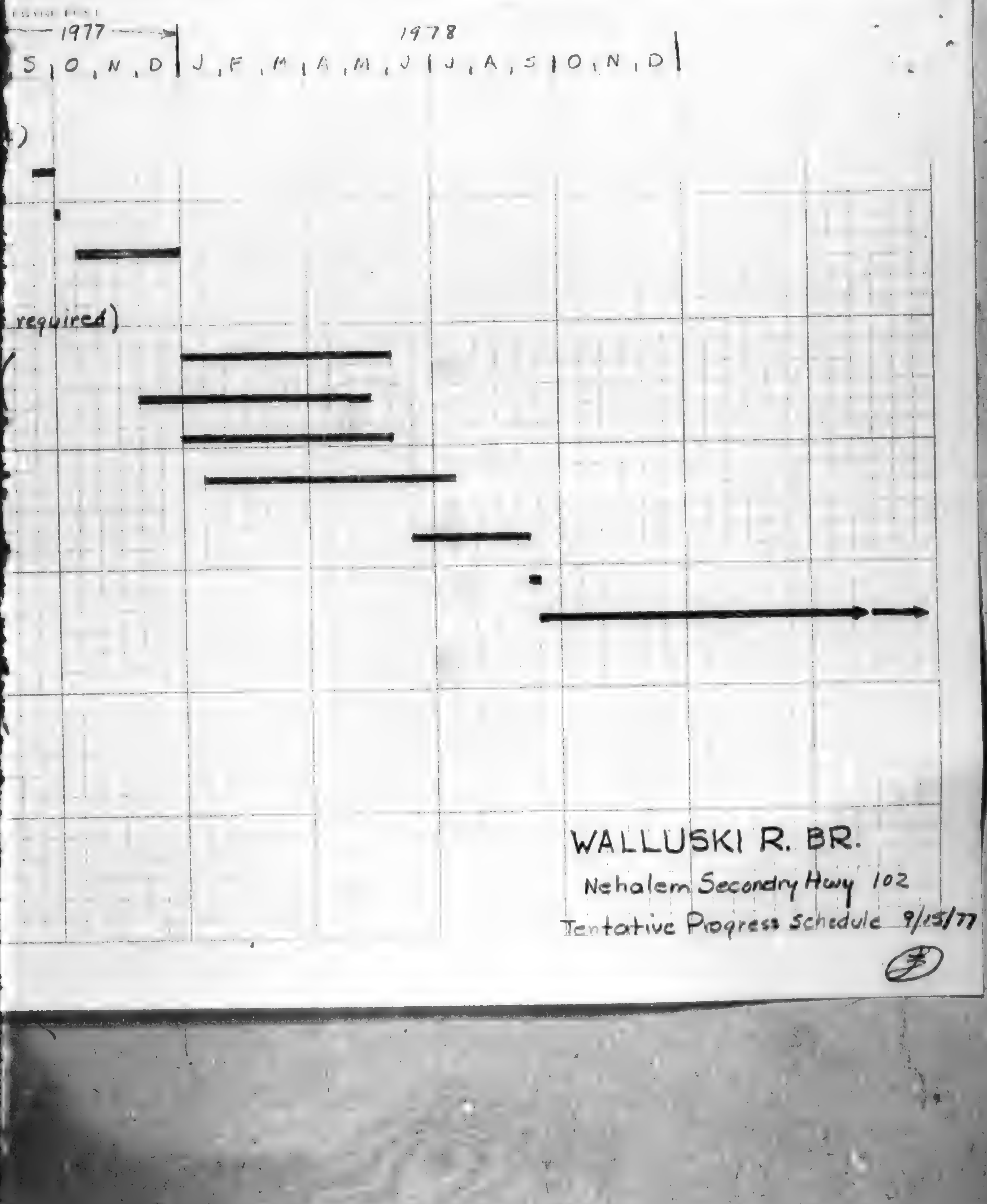
Info	Inves	R/D	D/R	Sign	Act	File

9-26-77
[illegible]
[illegible] this [illegible] to be funded
in F.Y. 77 (Sept. 78 letting).
[illegible]



Environmental Document (Done)
Program P.E. w/ FHWA
Approve Survey Auth.
Field Survey
Public Hearing (Not required)
Obtain R/W
Bridge Design
C.G. Permit
Corps 404 permit
Ad & recieve bids
Award Contract
Construction

WALLU
Nehalem
Tentative



WALLUSKI R. BR.

Nehalem Secondry Hwy 102

Tentative Progress Schedule 9/15/77

8877

9-19-77

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-133(1)

STATE PROJECT NO. See Below

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70209

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-19-77

FEDERAL ROUTE NUMBER Secondary Route 133

STATE ROUTE NUMBER Secondary Route 102

GENERAL LOCATION: "Walluski River Bridge"

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
TEC NTE $30,600 FF $26,250
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-4-77 letter.

RECEIVED
STATE HWY ENGR
SEP 20 '77
REFER TO
FOR
Info Inves R/D O/R Sign Act File

orig to

DATE 9-19-77

SIGNATURE OF APPROVING OFFICIAL G K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-58) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-651-898

8877.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Walluski River Bridge

DATE: August 16, 1977

The state has reviewed your project and reached the following conclusions:

8/18/77

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 Engr.
Dist. 1 Engr.
Aeronautics Div.
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7707 2 780

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
JUL 21 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7707 2 780 Due Date: AUG 12 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☒ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Walluski River Bridge, Nehalem Clatsop County
Prior to construction, if funded, the existing Bridge and bridge area should be surveyed by professionals competent in the fields of history and archeology.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JUL 25 1977

EIVE
JUL 19 1977
DIVISION OF STATE LAND

PNRS STATE REVIEW

Project #: 7707-2-780 Due Date: AUG 12 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. E. Stone

8877

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 11, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Administration Engineer,
Structural Section

TO:
Mr. John Sheldrake
Regional Engineer

SUBJECT:
Walluski River Bridge
Nehalem Secondary Hwy. No. 102
MP 4.60
Bridge 2320A

NOTED
E. S. HUNTER

After receiving your note appended to Ed Payton's letter of April 28, 1977, FHWA was petitioned to concur that replacement of the subject structure is eligible for participation in federal funding. Such concurrence was received by letter dated June 10, 1977 (copy attached). That letter expresses FHWA belief that the actual structure condition should make it eligible for SBR funding and suggests reinspection and resubmittal as an SBR candidate. This appears to be a priority work item.

The Project Management System active PMS project list, dated June 30, 1977, indicates that this project should be "ready" by March 1, 1978. In order to accomplish this,many items, including public hearing (if necessary), must be completed.

The condition of the structure is such that high maintenance expenditures will be necessary if replacement is not accomplished soon. Use of such funds for match money to replace the bridge instead of for maintenance to patch up the bridge seems prudent. The March 1978 date appears timely.

Based on information in Eldon Everton's letter of May 23, 1977, it appears that some type of opening span must be incorporated in this structure. I believe a slide-out span similar to that used by Douglas County on the Smith River Bridge would be appropriate.

The Coast Guard's public hearing and our public hearing should be held as a combined hearing.

RWE:dh
Enclosures

cc ~~E. S. Hunter~~
R. L. Schroeder /w/ attach.
L. W. Rulien /w/ attach.
Frank Terpin /w/ attach.
L. L. Wallace /w/ attach.

RECEIVED
STATE HWY ENGR
JUL 11 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8877 (#2)

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 8, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P. O. Box 488
Cannon Beach, OR 97110

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 2
Section: Walluski River Bridge
Highway: Nehalem
County: Clatsop

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 12, 1977.

BLG: ljt

Attachment

NOTED
H.S. COULTER

cc: **G. L. Green**
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
J. Sheldrake, Reg. 2
E. L. Everton, Dist. 1
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL 13 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Dept. of Transportation
46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: DOT Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Walluski River Bridge

11 12] PROJECT LOCATION—CITY: OR 47 Nehalem Hwy.
PROJECT LOCATION—COUNTY: Clatsop
PROJECT LOCATION [79: SEC: 28 T: 8N R: 9W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] The proposed project is to remove the existing structure and replace it [71

07 12] with new structure in the approximate same location. [71

08 12] (See attached sheets) [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
576,000	--	24,000	--	--	600,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation
46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: July 8, 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Aug. 43] DAY [44: 12 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Const.

V. Has funding agency been notified? No ☐ Yes ☒ Date: 7/8/77

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of non-major environmental impact under Oregon Action Plan.

CATEGORY
3 PROJECT

NON-MAJOR

RS-133(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 27, 1977

Section Walluski River Bridge (Revised)

Unit (if appl)

County Clatsop County

City

Highway Nehalem

State Hwy. No. 102 F.A.S. No. 601

Termini: M.P.(if appl) M.P. 4.40-4.80

Length 0.40

Region 2

Construction Estimate To be determined.
Program Amount

B. Purpose of Project:

The proposed project is to replace an existing structure that has deteriorated to the point that ordinary maintenance can no longer maintain the structure in a reasonably safe condition.

C. Origin & History of Project:

A request for an Authority to Survey to prepare plans and specifications for a bridge repair was submitted August 12, 1976. Subsequent bridge inspections have indicated the structure has deteriorated beyond the point of feasible repair.

A request for an Authority to Survey, dated May 12, 1977, to prepare plans, specification, and cost estimates to replace the structure has been forwarded for approval.

D. General Description of Project:

The proposed project is to remove the existing structure and replace it with a new structure in the approximate same location.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 1150 ; Projected ADT 1995 ; Yr. 1997

Existing Level of Service C-D

Proposed Facility: Projected ADT N/A ; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 4
Yes, No

Acres Less than 1 ; Type of Relocation Req. None ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

None Anticipated.

Type of Structure(s): The existing structure is a hand operated swing span with pile trestle approaches. River traffic requirements will be considered in the design of a new structure.

Brief Description of River or Stream and Type of Involvement, if any:
Walluski river is tributory to Youngs River and is a part of the Columbia River is estuary. The bridge site is within the navigable section of the river. Removal of the existing structure and the construction of a new one would require some instream work.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
Design alternatives which could include moveable span or fixed span alternatives would be considered. The alternatives of constructing a temporary detour structure, directing traffic around the construction site on adjacent county roads, or stage construction will also be considered.

Other Descriptive Information or Comments:
The proposed bridge replacement would be coordinated with the Coast Guard, Corps of Engineers. and the Department of Fish and Wildlife to minimize harm to the social economic, and natural environment.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The Walluski River is a tributary to the Youngs River which flows into Youngs Bay approximately 2 miles northwest of the project area. The project is approximately 3/4 mile upstream from the confluence of the Walluski and Young Rivers. The Walluski at this point is biologically valuable although it is not a prime area. Runs of coho salmon pass through the area as do some sea run cutthroat and a few steelhead. It is close enough to the bay that invertebrates are abundant also.

2. Cultural:

The land surrounding the project area is rural farmland which is protected from flooding by dikes. The primary use is for pasture.

8. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Depending on bridge design, a small amount of right of way may be required. Required right of way would be adjacent to the existing highway right of way and would displace roadside vegetation and possible some pasture land.

2. Estimated Impact on Traffic Patterns:

A detour may have some short-term impact or out-of-direction travel.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

Consequences:

4. Expected Impact on Natural Ecological Resources:

Temporary minor turbidity downstream during the removal of existing structure componants and the construction of new bridge supports.

Consequences:

Temporary turbidity involving minimal if any impacts, no long term impacts. In stream work would be coordinated with the Department of fish and wildlife to minimize impacts on the fishery resources.

5. Expected Impact on Cultural and Scenic Resources:

A small amount of roadside vegetation at either end of the structure may be removed. A cultural resource survey may be required.

Consequences:

Not significant.

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Consistent

b. Noise Standards

This project determined to be unrelated to traffic noise increases; hence, no noise study report, as per FHPM 7-7-3, will be required.

c. Water Quality Standards

Consistent

d. Area Land Use and Transportation Plans, and Zoning

Consistent

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------ --X-NON-MAJOR ACTION-----

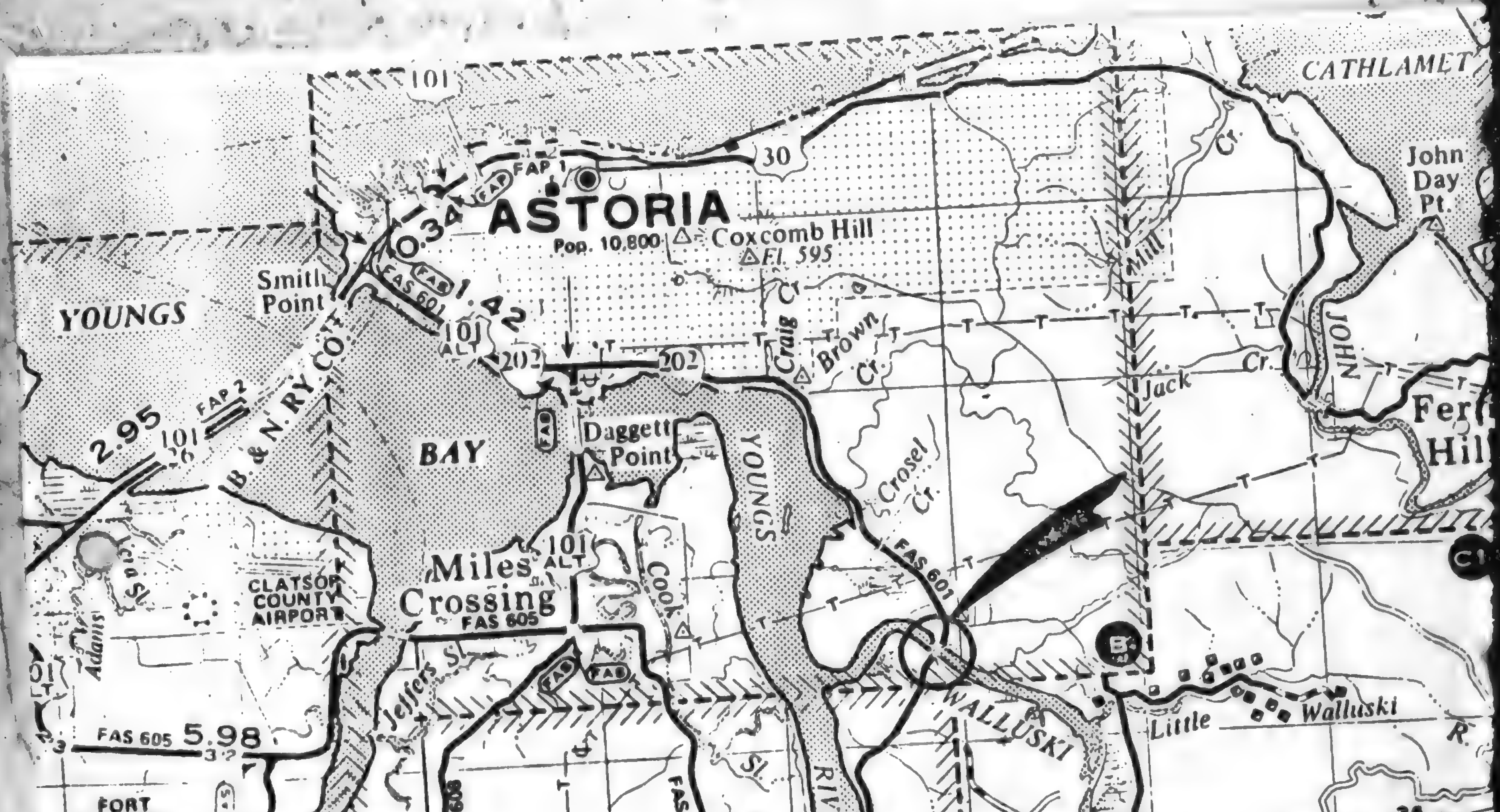
SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS ____ D & F Neg.Dec. X ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


ASTORIA
Pop. 10,800
Coxcomb Hill
El. 595
CATHLAMET
John Day Pt.
YOUNGS
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Daggett Point
Miles Crossing
CLATSOP COUNTY AIRPORT
FORT CLATSOP NATIONAL MEMORIAL
YOUNGS RIVER
WALLUSKI RIVER
Little Walluski R.
LEWIS AND CLARK
Grant I.
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Fry I.
Tucker Cr.
Battle Cr.
Casey
Barrett Cr.
Peterson Sl.
Jeffers Sl.
Green Sl.
Barrett Sl.
Cook Sl.
Crosel Cr.
Brown Cr.
Craig Cr.
Jack Cr.
Mill Cr.
Cullaby
Ridge
FAS 601
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FAS 754
FAS 608
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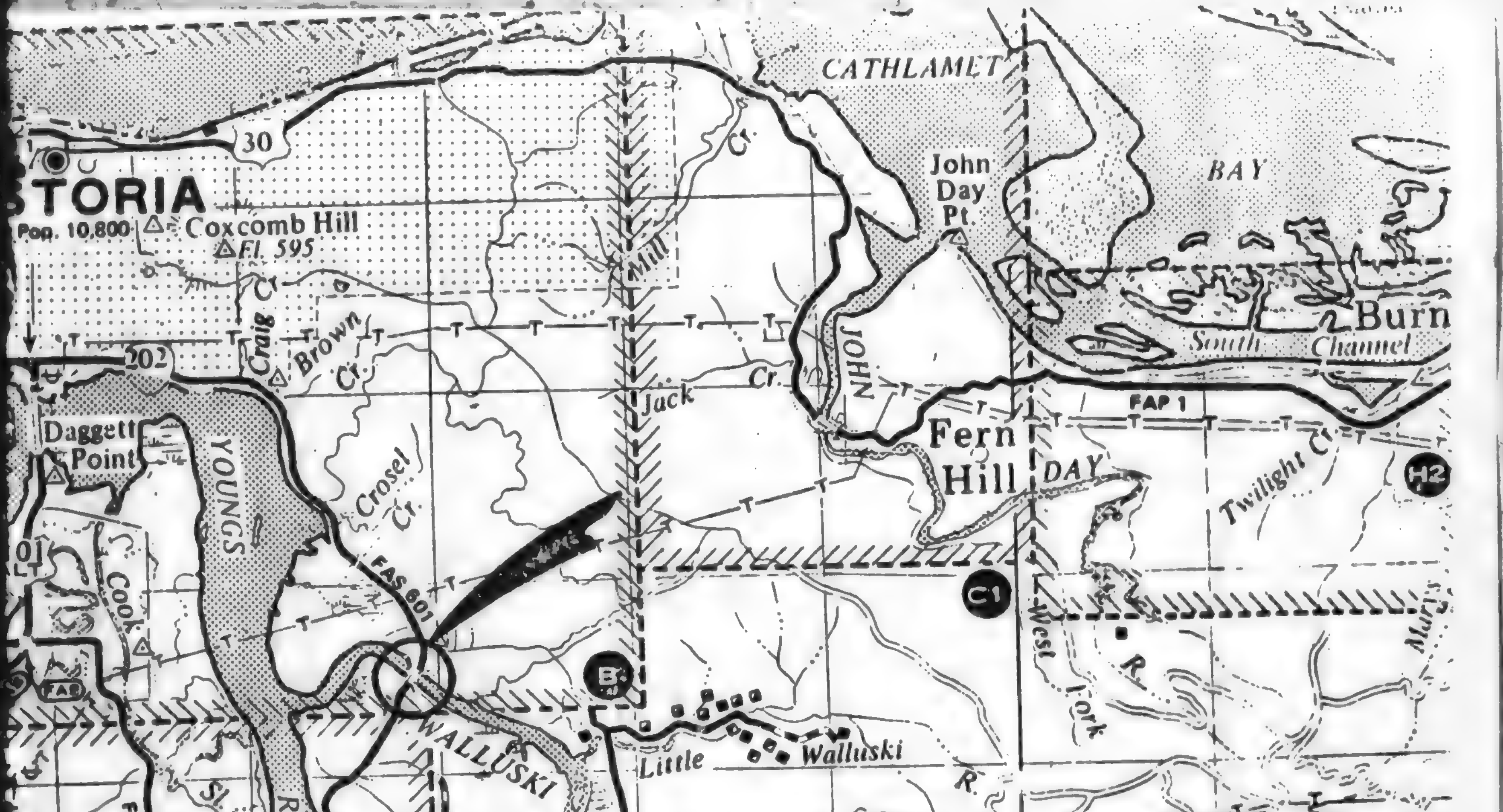
STORIA
Pop. 10,800
Coxcomb Hill
Fl. 595
30
202
CATHLAMET
BAY
John Day Pt
Burn
South Channel
FAP 1
Fern Hill
JOHN
DAY
Twilight Cr.
H2
C1
B1
Mill Cr.
Jack Cr.
Craig Cr.
Brown Cr.
Crosel Cr.
Daggett Point
YOUNGS
Cook
FAS 601
WALLUSKI
Little Walluski
West Fork R.
R.
FAS 755
36
31
Walluski
RIVER
Fry I.
F2
FAS 571
Grant I.
Haven I.
SL.
Casey
Tucker Cr.
Battle Cr.
River

Walluski River Bridge
Nehalem Highway
Clatsop County, Oregon

F877.

2320A

STATE OF OREGON

INTEROFFICE MEMO

: E. S. Hunter
Deputy State Highway Engineer

DATE: June 21, 1977

OM: Gerald Wimer
Local Government Programs Engineer

BJECT: PROJECT ASSESSMENT
Walluski River Bridge
Nehalem Highway
Clatsop County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 1 : E. L. Everton
Region 2 Geologist: William Fretwell
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Inves | R:D | D/R | Sign | Act | File

Approved 6/22/77
Asst. State Hwy. Eng

RECEIVED
JUL 5 1977
BRIDGE SECTION

NOTED
P.A. ANDERSON

NOTED
E. L. WALLACE

NOTED
JACK DAVIS

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 13, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project RS-A-133(1)
Project Assessment (Revised)
Walluski River Bridge
Clatsop County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject revised project assessment submitted with Mr. Hopkins' May 31, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. [illegible]
G. L. Green
for

cc:
OSHD (Potter)
" (Region 2, Welsh)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
[illegible]
FOR

Info	Inve	R/D	D/R	Sign	Act	File

CATEGORY
3 PROJECT

NON-MAJOR

RS-133(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 27, 1977

Section Walluski River Bridge (Revised)

Unit (if appl)

County Clatsop County

City

Highway Nehalem

State Hwy. No. 102 F.A.S. No. 601

Termini: M.P.(if appl) M.P. 4.40-4.80

Length 0.40

Region 2.

Construction Estimate To be determined.
Program Amount

B. Purpose of Project: The proposed project is to replace an existing structure that has deteriorated to the point that ordinary maintenance can no longer maintain the structure in a reasonably safe condition.

C. Origin & History of Project: A request for an Authority to Survey to prepare plans and specifications for a bridge repair was submitted August 12, 1976. Subsequent bridge inspections have indicated the structure has deteriorated beyond the point of feasible repair.

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Proposed: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 1150; Projected ADT 1995; Yr. 1997

Existing Level of Service C-D

Proposed Facility: Projected ADT N/A; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 4

Acres Less than 1; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

None Anticipated.

Type of Structure(s): The existing structure is a hand operated swing span with pile trestle approaches. River traffic requirements will be considered in the design of a new structure.

Brief Description of River or Stream and Type of Involvement, if any:
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Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

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(Attach project sketch map.)

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Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

Consequences:

4. Expected Impact on Natural Ecological Resources:

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5. Expected Impact on Cultural and Scenic Resources:

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Consequences:

Not significant.

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Consistent

b. Noise Standards

This project determined to be unrelated to traffic noise increases; hence, no noise study report, as per FHPM 7-7-3, will be required.

c. Water Quality Standards

Consistent

d. Area Land Use and Transportation Plans, and Zoning

Consistent

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- --X-NON-MAJOR ACTION-----

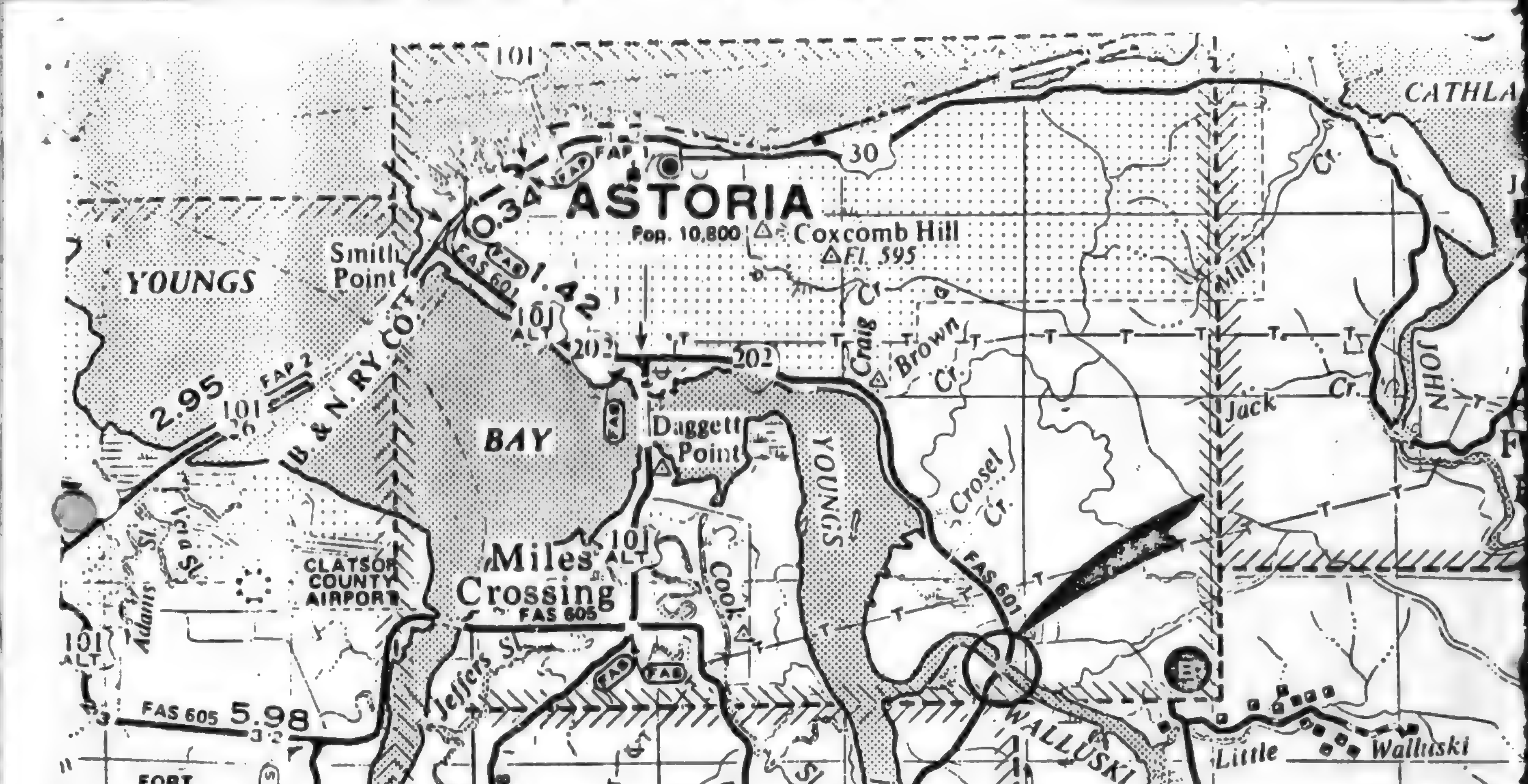
SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS ____ D & F Neg.Dec. _X_ ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4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CATHLA
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Jack Cr.
Crosel Cr.
Brown Cr.
Craig Cr.
Mill Cr.
Cook Sl.
Jeffers Sl.
Barrett Sl.
Green Sl.
Barrett Cr.
Peterson Sl.
Casey
Tucker Cr.
Battle Cr.
Adams Sl.
B & N RY CO
FAS 605
FAS 601
FAS 608
FAS 571
FAS 755
FAS 754
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FAP 2
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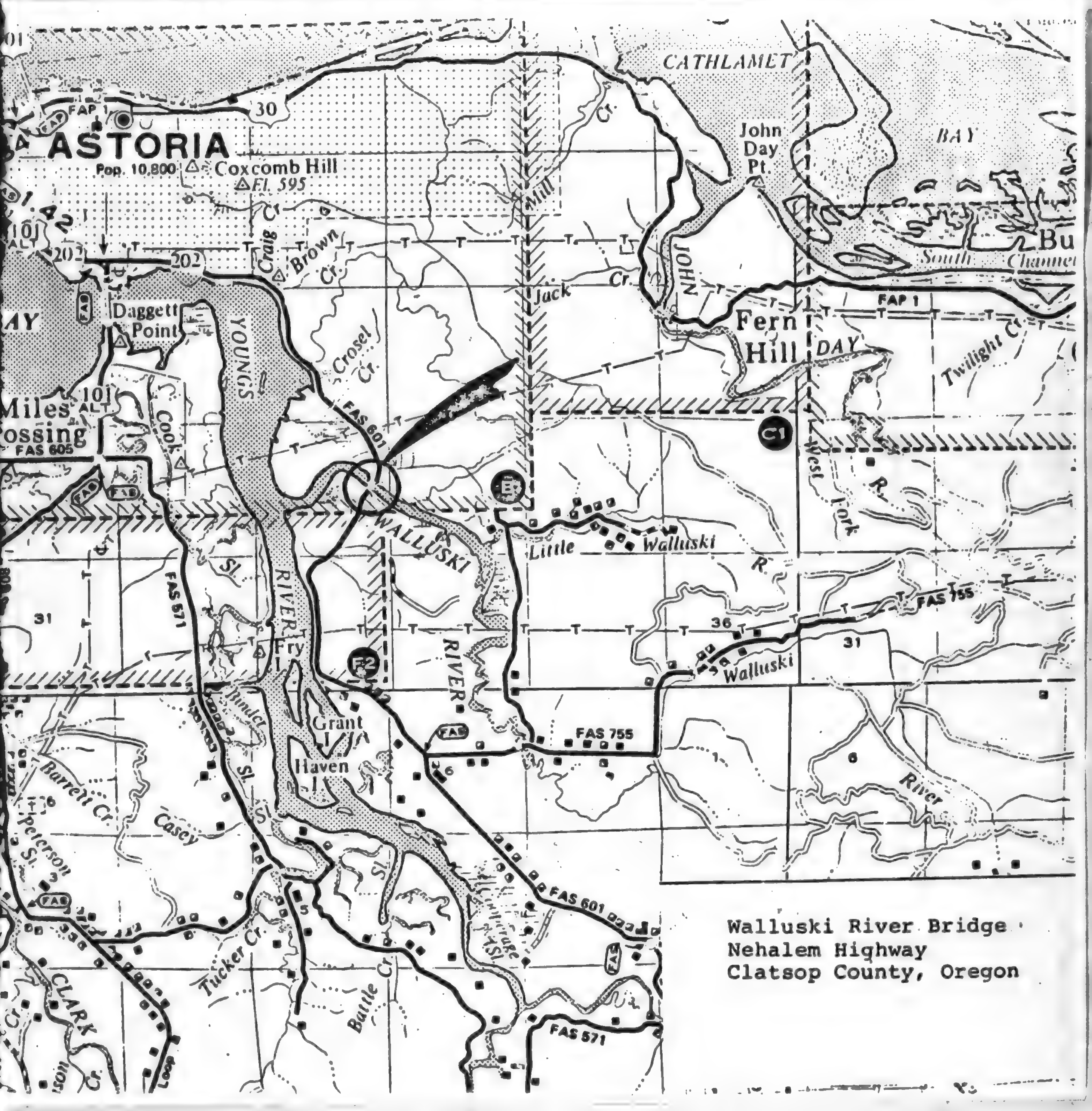
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Mill Cr.
Jack Cr.
Crosel Cr.
JOHN DAY
Fern Hill
Twilight Cr.
C1
B1
F2
West Fork
YOUNGS RIVER
WALLUSKI RIVER
Little Walluski R.
Walluski
FAS 601
FAS 755
FAS 571
Cook
Fry I.
Grant I.
Haven I.
Barrett Cr.
Casey
Peterson Sl.
Tucker Cr.
Battle Cr.
CLARK
Loop
River
31
36
6
5
3

Walluski River Bridge
Nehalem Highway
Clatsop County, Oregon

8877 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 13, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project RS-A-133(1)
Project Assessment (Revised)
Walluski River Bridge
Clatsop County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

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William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Region 2, Welsh)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
Brown
FOR
Info | Inves. | R.D. | D.R. | Sign | Act | File

orig 20

8877

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 10, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS-133(1)
Walluski River Bridge
State Route 202 - Highway No. 102

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Hunter's letter of May 24, 1977 on the Walluski River Bridge requesting preliminary concurrence in the construction of a replacement structure. Since this structure is on the Federal-aid system and the report indicated dire need of replacement, it is eligible for Federal funding.

We have inspected this structure in the field with your people and find it in very poor condition. It is quite surprising to us that it does not qualify (sufficiency rating of 50 or less) for bridge replacement. We feel that a new inspection should be completed and the bridge resubmitted as a bridge replacement candidate, particularly in light of the May 24 report.

We have observed chunks of asphaltic concrete deck surface delaminating as trucks cross this structure. Also, there is excessive vibration which indicates a possible unstable condition at the bents. It appears to us that you might want to consider a reduction in speed and possibly load for this bridge.

Please request this structure as a candidate on the bridge replacement list. It should rank very high as a candidate.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

orig to

8877

May 24, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Gentlemen:

Bridge Replacement
Walluski River Bridge
Nehalem Highway, Clatsop County
Bridge 2320

This is a request for your concurrence that the Walluski River Bridge on the Nehalem Secondary Highway near Astoria has deteriorated to the point where replacement of the structure is necessary, and that such replacement is eligible for participation in Federal funding. Actual programming for funding will be made in the usual manner at a later date.

The Walluski River Bridge was built by the County in 1900. It was rebuilt to incorporate a steel girder swing span in 1920. Jurisdiction was transferred to the State of Oregon in 1931. In 1938, the structure was widened to accommodate the needs of vehicular traffic. The bridge consists of eight 29-foot treated timber approach spans, one 130-foot steel plate girder swing span, and four 29-foot treated timber trestle approach spans for a total length of 478 feet. The approaches are all timber and the swing span has a timber deck. The swing span is supported by a concrete pier which sits on a timber crib which is, in turn, supported by untreated timber piles. The roadway width is 25 feet, one inch.

Over the years, the deterioration that is universally common to timber structures has occurred. Nine of the twelve approach bents contain piles which have been cut off and the upper section replaced with a corbel and post (see photos). In two bents, all four piles contain these "cripples". Two other bents have three "cripples" each. The overall effect of the proliferation of these "cripples" has reduced the stability of the structure and its capacity to handle horizontal and transverse thrusts. Many of the piles in the draw rests also have "cripples" and a subsequent decrease in stability.

Recent increment borings (see attached) indicate that additional timber in the approaches and draw rest suffer from deterioration and need replacement. In some instances, this deterioration has occurred in the replacement posts. The attached inspector's report refers to the excessive amount of bent movement under load and the need to initiate corrective measures in order to prevent collapse due to collison from drift, boats, et cetera. The inspector attributes the excessive movement to lack of support by the mud surrounding the piles. Some of this movement is probably the result of so many "cripples" in the bents.

The main pier (supporting the swing span) is founded on 49 timber piles. The piles support a timber crib which, in turn, supports the concrete pier. The top of the crib is below low water elevation while the bottom is about 10 feet above the mud line.

Thirteen of the piles are not in contact with the crib and 23 others are only in partial bearing. The reason for this is not clear. A 1938 diver's report indicates that most of the piles were in good bearing with the timber crib, although several were in need of shimming (see attached). This is an indication that there was some sloppy workmanship on the original construction.

In 1977, our divers cut off the top of one of the nonbearing piles and brought it to the surface. Close inspection showed that erosion of the end grain had occurred. Humps and hollows on the end caused by this erosion vary in height by 3/8". This type configuration could not have been made by a saw at the time the pile was cut off during construction. It is evident that erosion of the end grain has occurred. The lack of contact between the piles and timber crib may be partly due to this erosion. The diver reported that similar erosion is evident along the length of the pile. This is indicated by the fact that the knots extend about 1/2 inch beyond the smooth surface of the pile. These pilings have been in place since 1900 and have been attacked by silt-laden currents for the past 77 years.

The concrete pier on top of the timber crib was poured in a silo-stave form, which was still in place at the time of the 1938 inspection. Today, the forms are gone; the form marks are gone; and the surface of the pier shows considerable irregularities (see photos). These irregularities are apparently the result of erosion by silt-laden river currents over the past 77 years.

There are also several large holes in the concrete pier. They are approximately three feet wide, eight inches high, and extend completely through the outer wall of the pier (see photos). These holes are visible only at extreme low tide. It is apparent that deterioration of the pier has progressed to the point where repairs are necessary.

The steel girder of the swing span is badly rusted. The cover plates are bulged between rivets because of between-plate rusting. This causes the cover plates to have a wrinkled appearance similar to corrugated roofing (see photos). The plates are not salvageable. There is also severe rusting between the flange angles and the cover plates. The loss of section of the flange angles because of this makes them non-salvageable, also. This, accompanied with rusting of stringers in contact with wooden deck support, and general rusted condition of the structural steel, makes the entire swing span steel non-salvageable.

The timber deck has been repaired many times in many locations. The repairs have been made with all sizes of treated and untreated lumber (see photos). Recently, trucks have been punching through the deck and repairs have been made (even at night) on an emergency basis. The entire deck is badly deteriorated (see photos) and in need of replacement. At one location, the fender piles have rotted to the point where they will not carry the cap (see photo).

The overall picture described herein is that of a bridge badly in need of replacement. Our overall inventory rating for structural condition is 2. This rating will soon be submitted to you by our Maintenance Section.

It is our intention to replace this bridge in its entirety at its present location. The Walluski River is navigable at this location. Depending on the needs of navigation, the replacement structure will have either a fixed or movable navigation span.

I request your preliminary concurrence that construction of a replacement structure at this location is eligible for participation in Federal funding.

Very truly yours,

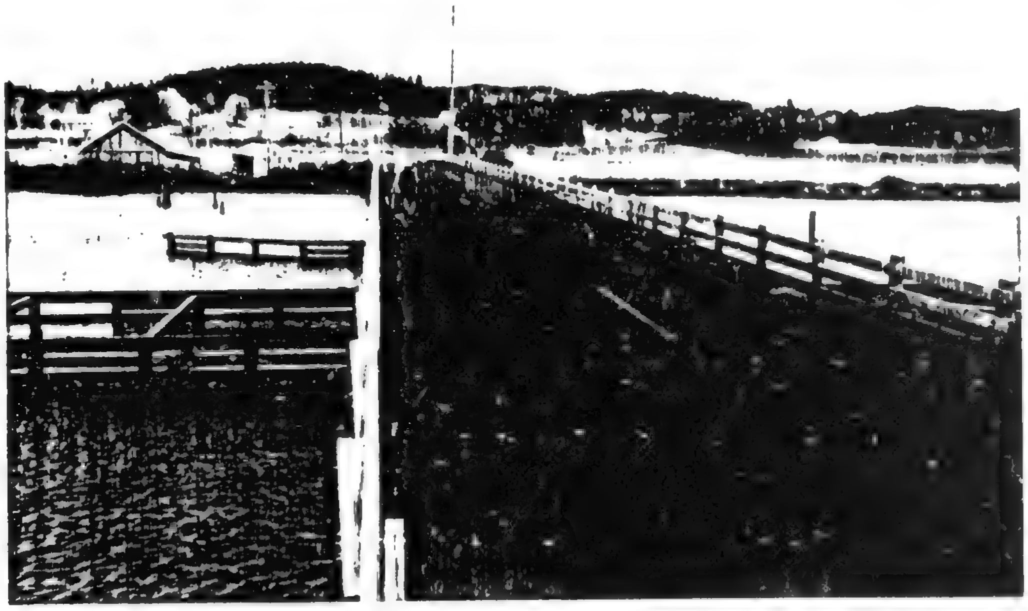
E. S. Hunter
Deputy State Highway Engineer

Attachments

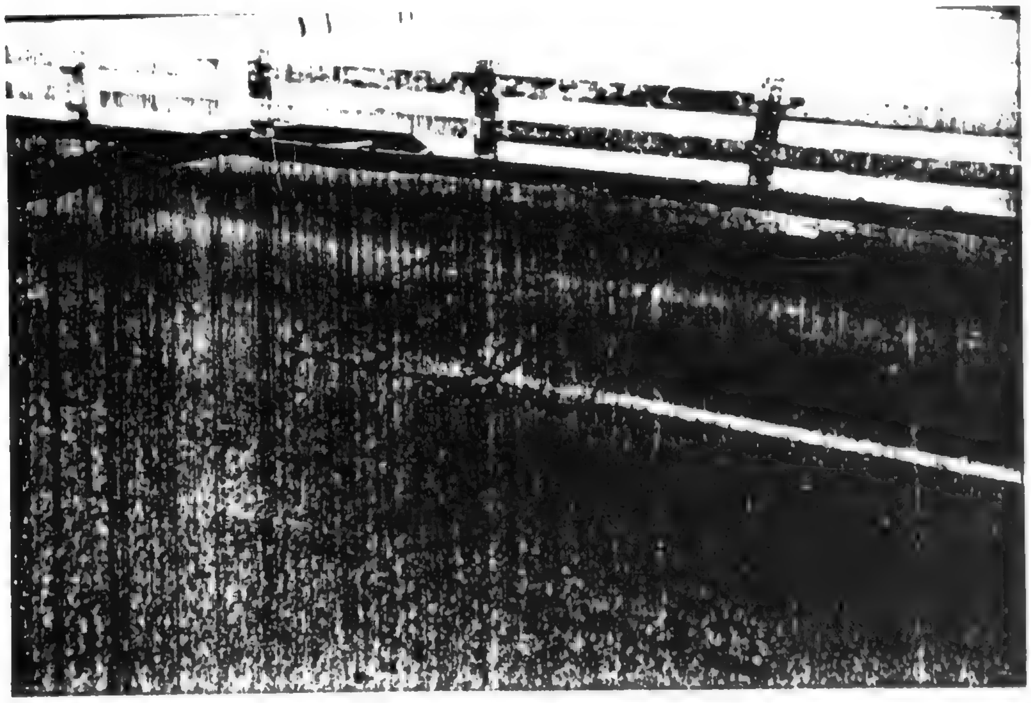
bc H. S. Coulter
R. L. Schroeder
L. W. Rulien
Walt Hart
Frank Terpin
Dave Moehring (enc.)
John Sheldrake "
L. L. Wallace

RWE:de/smd ja

Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison

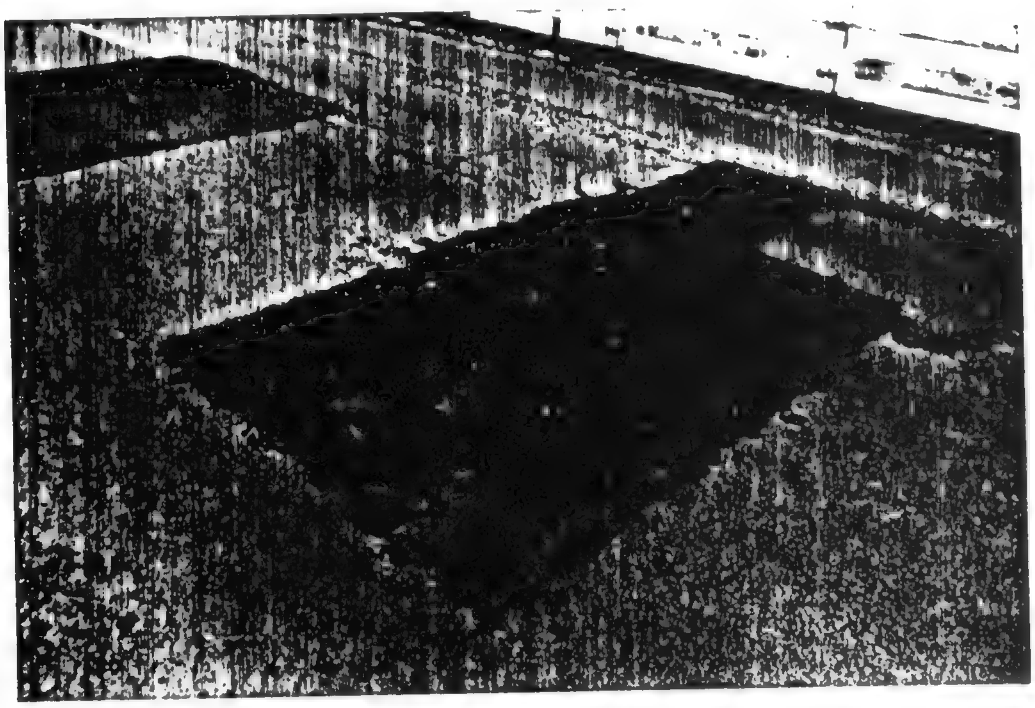


Looking toward Astoria.
Deck patches required because traffic has "punched thru" the deck.

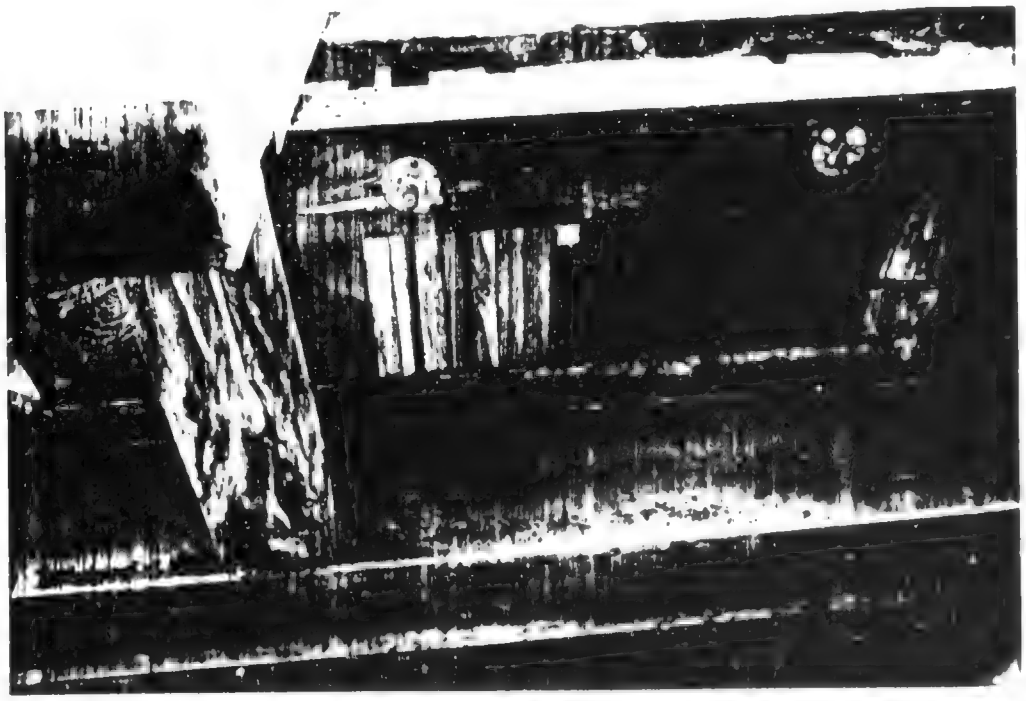


Cracking in patched area indicates more trouble below.

Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison

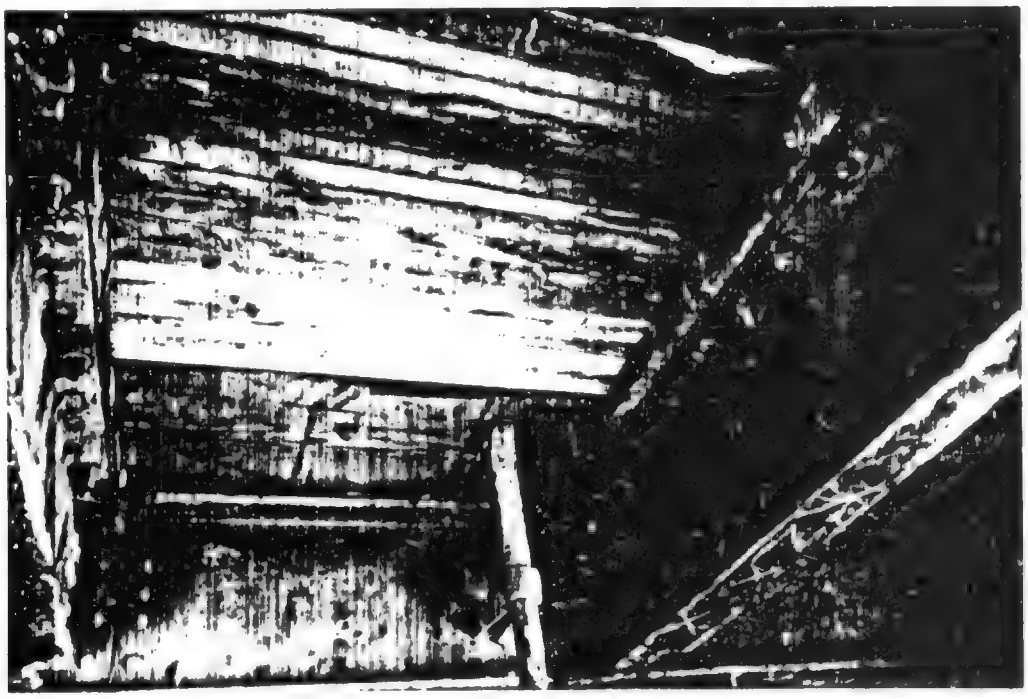


Raveling of deck patch results in additional impact loading by vehicular traffic.

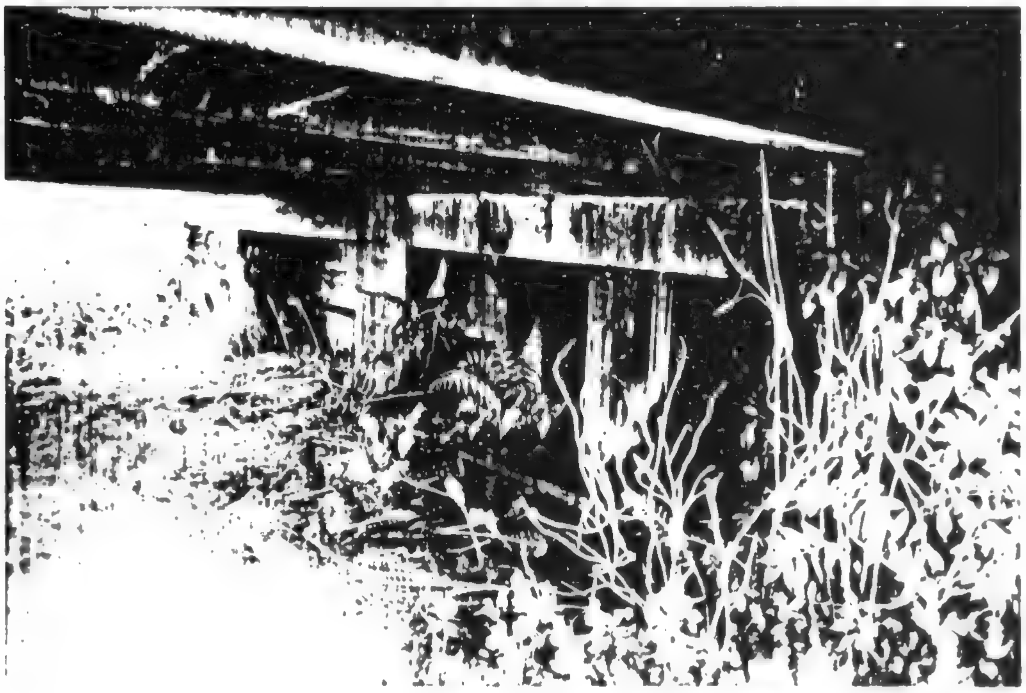


Underside of deck overhang (steel span) temporary repairs made with untreated lumber of various sizes, including plywood.

Walluski River Bridge
Nehalem Secondary Highway
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison

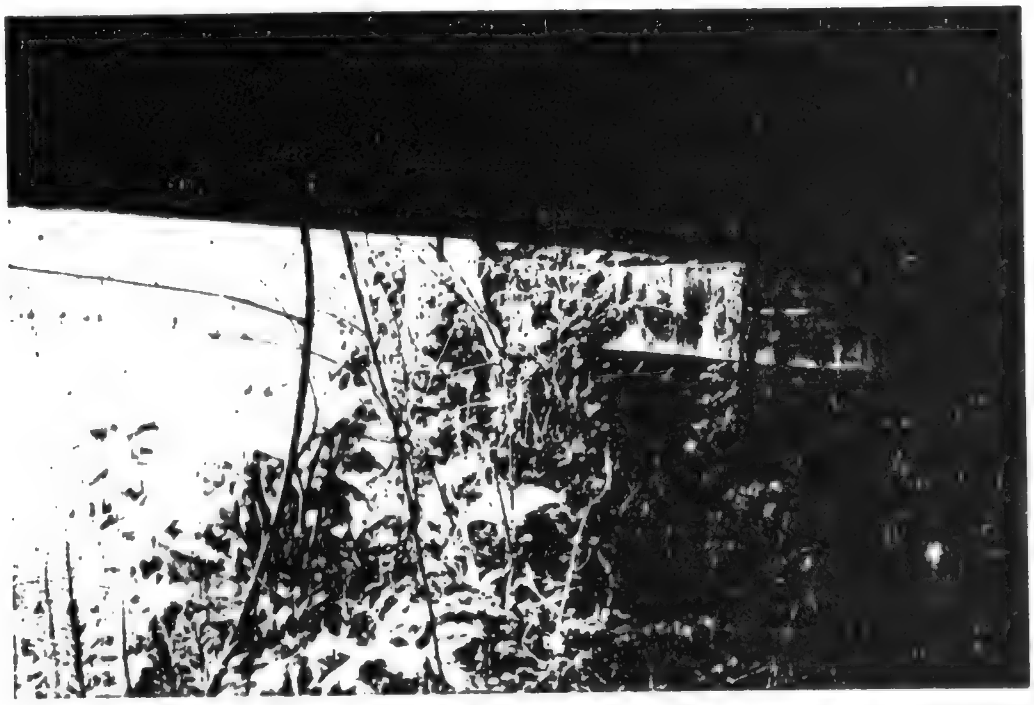


Underside of deck between stringers (steel span). Temporary repairs made with untreated lumber. Note stains left by water coming through the deck.

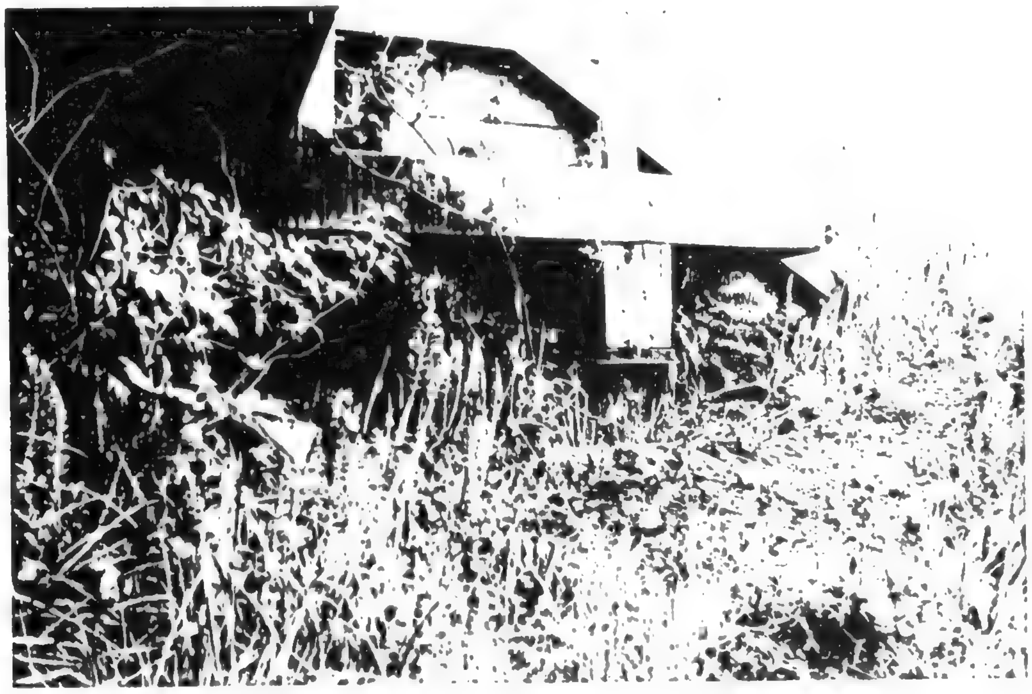


Abutment on Vernonia end of bridge. Note shim on top of far left pile.
Right hand posts (one is behind weeds) are supported by mud sills.

Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison

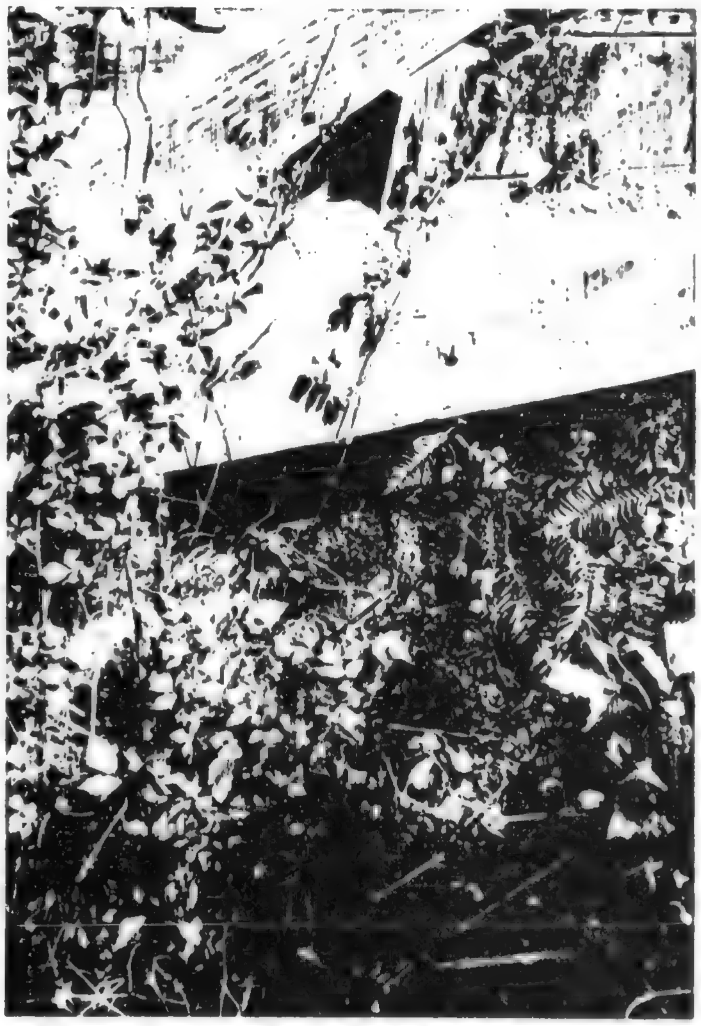


Abutment at Vernonia end of bridge. Person's hand is pointing to extreme east pile (behind weeds). There is a one-inch gap between the pile and the cap. The cap is no longer bearing on the pile.

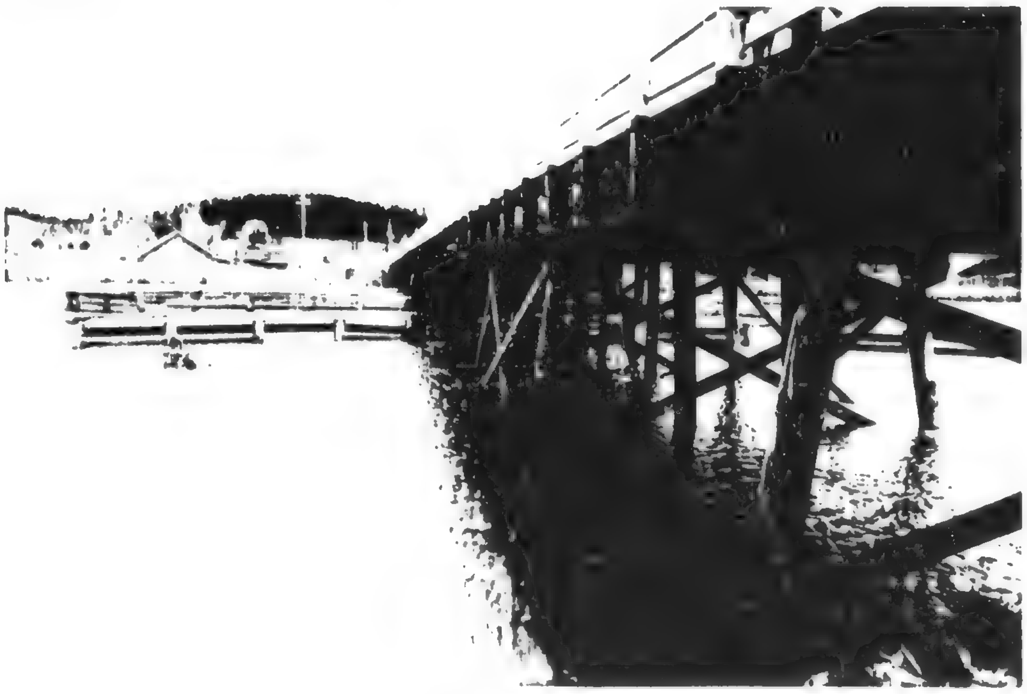


Abutment at Vernonia end of bridge. Extreme west pile. Note shims and block between pile and cap.

Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison

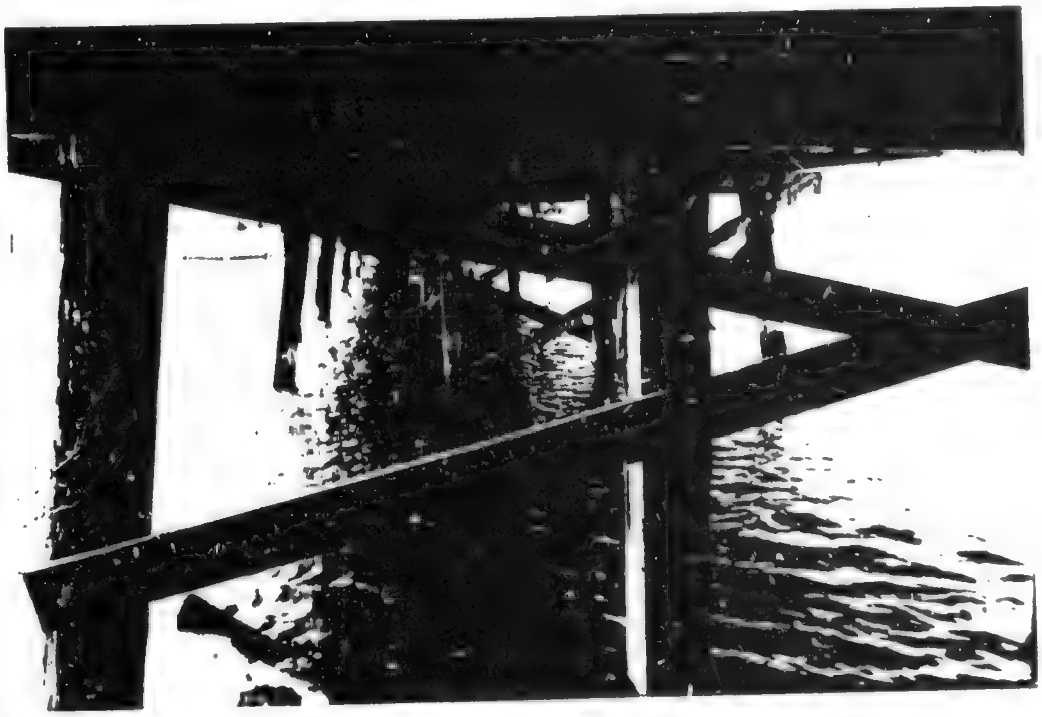


Abutment at Astoria end. Extreme west pile. Note lack of contact between pile and cap.

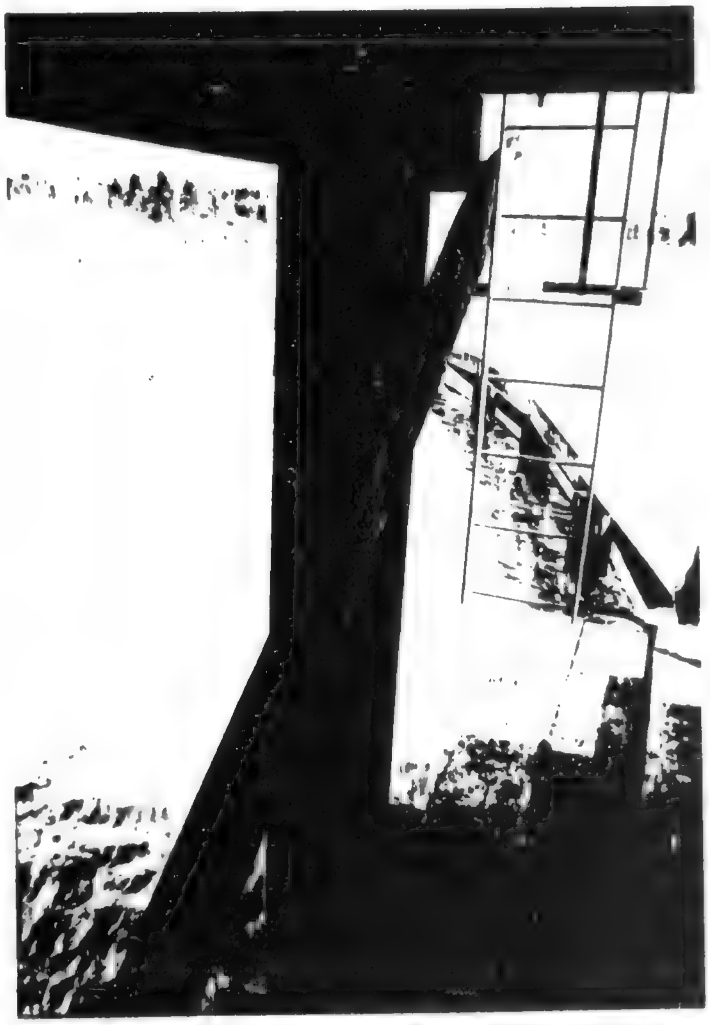


Looking toward Astoria. Note square post in third bent out from near shore. Deteriorated portion of original pile has been cut off, capped (at water line), and replaced with a square post. Most bents contain one or more of these posts.

Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison

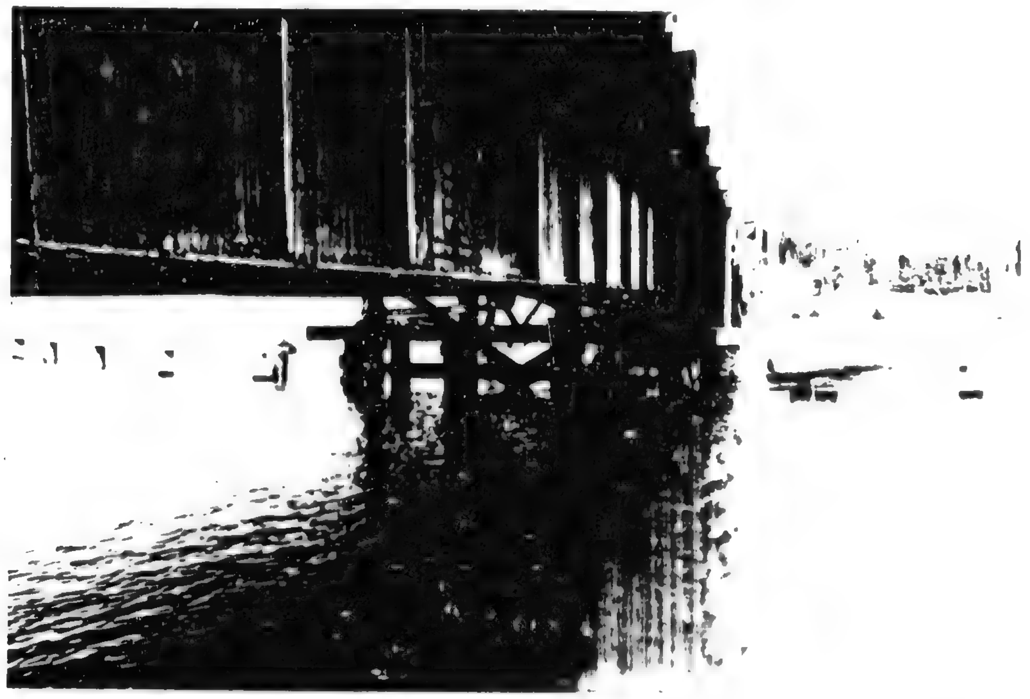


Looking toward Vernonia from Astoria end of Bridge. Note square posts which replace deteriorated upper sections of piles. Second bent out contains three such posts.

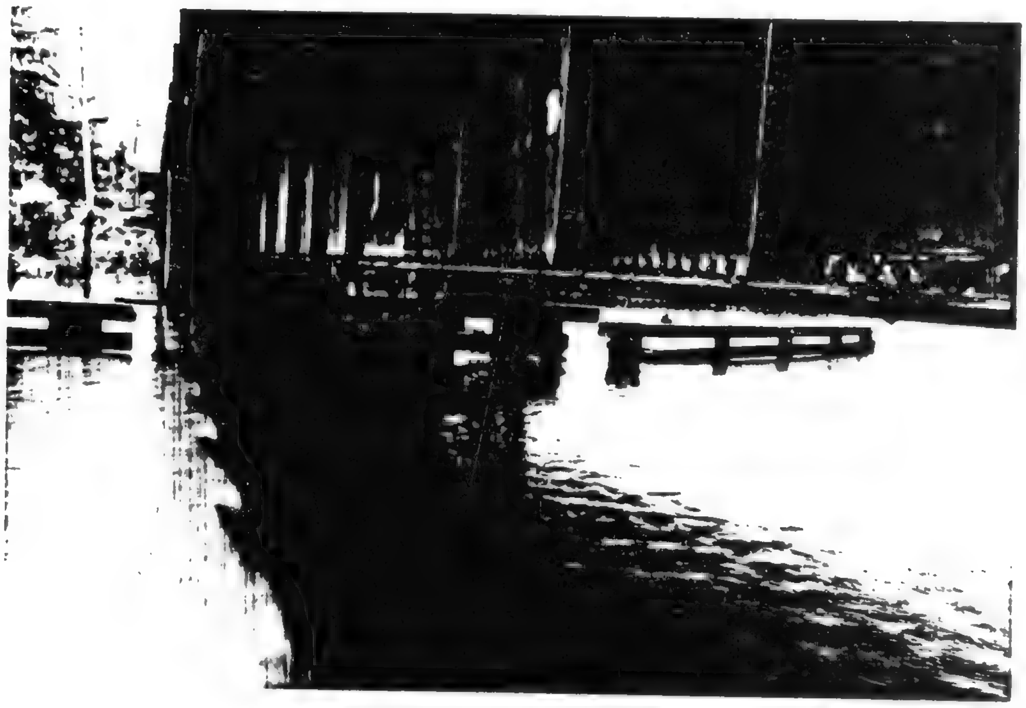


Astoria Draw Rest.
Square post replacing deteriorated upper section of pile.
Draw rests contain many such square posts.

Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison

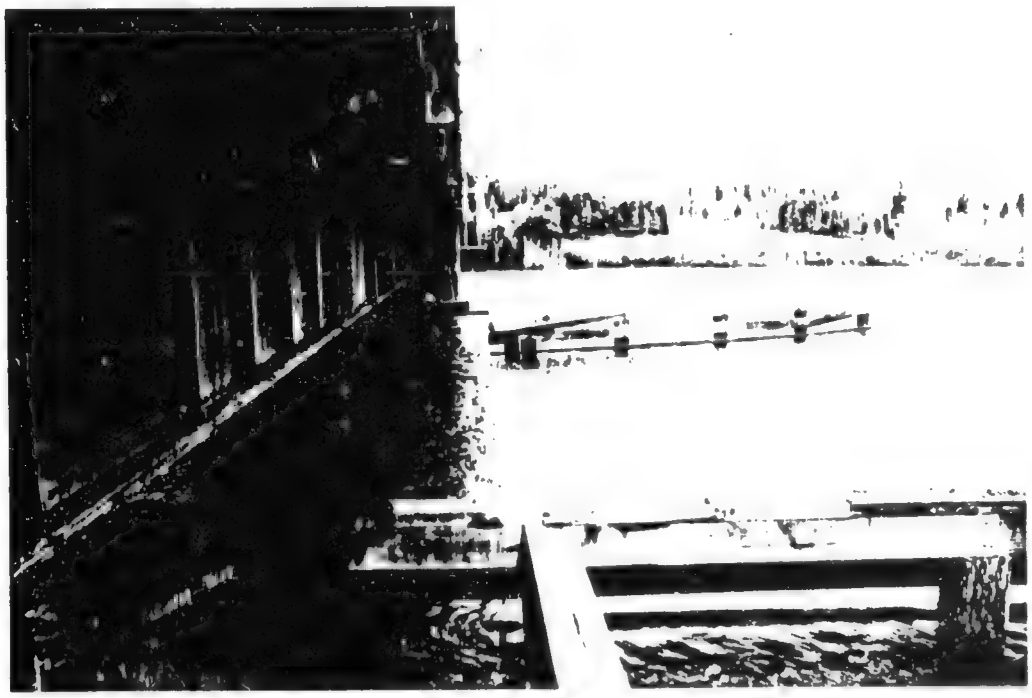


Looking toward Astoria draw rest. Note square posts which have replaced deteriorated sections of piles.

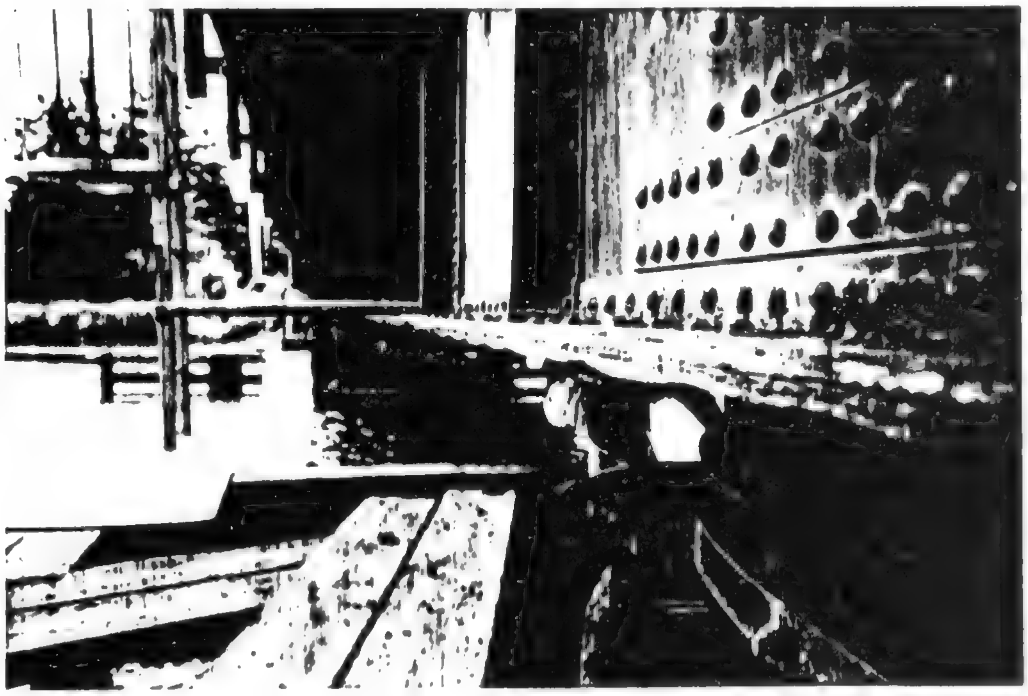


Looking toward Vernonia draw rest. Note square posts which have replaced deteriorated sections of piles.

Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison

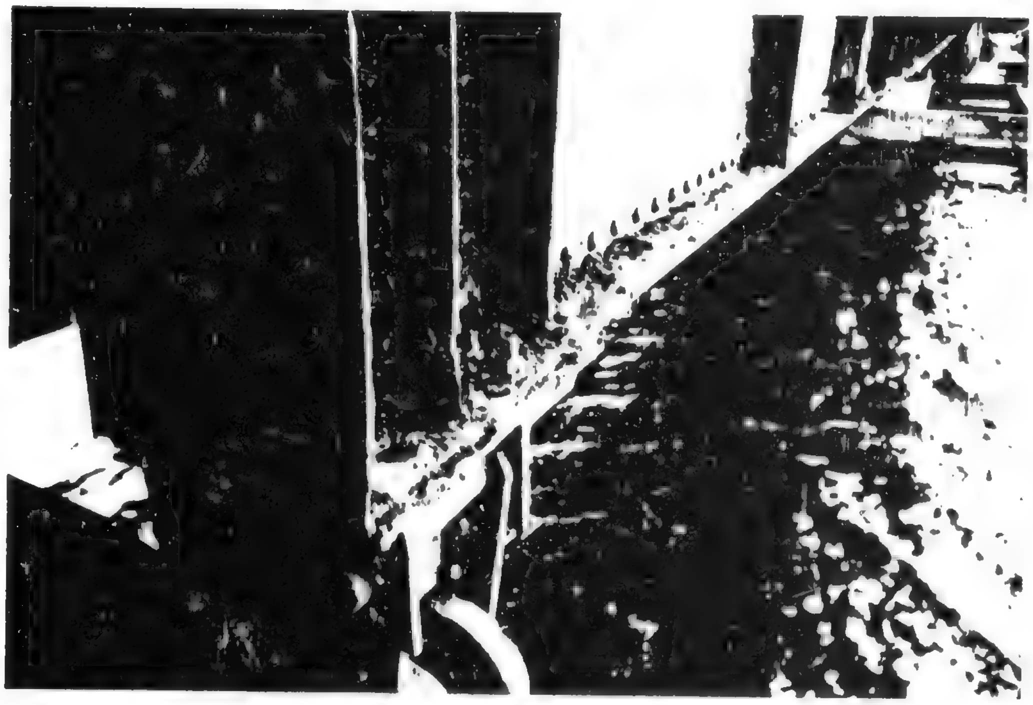


Fender system. Note badly deteriorated pile in near fender and cap falling off far fender. Fenders would offer little resistance to impact by a boat.



Steel swing span. Between-plate rusting causes lower cover plate to look like corrigated tin roofing. Bulges occur between rivits. Other flanges are similar. Flanges and flange angles are not salvageable because of distortion and section loss due to corrosion.

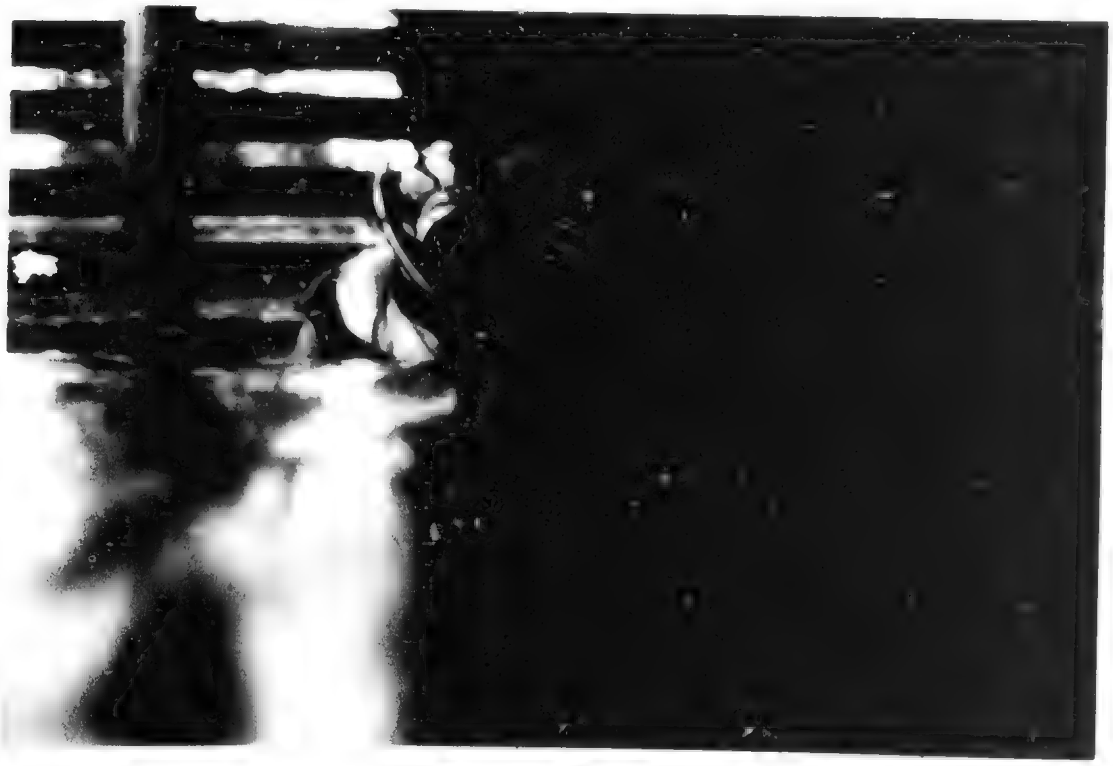
Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken May 4, 1977 by R. W. Ellison



Steel girder at draw rest. Between plate rusting has caused section loss in flange angles. Angles are not salvageable. Excessive rust has occurred where web stiffeners bear on flange angles. Stiffeners are not salvageable.

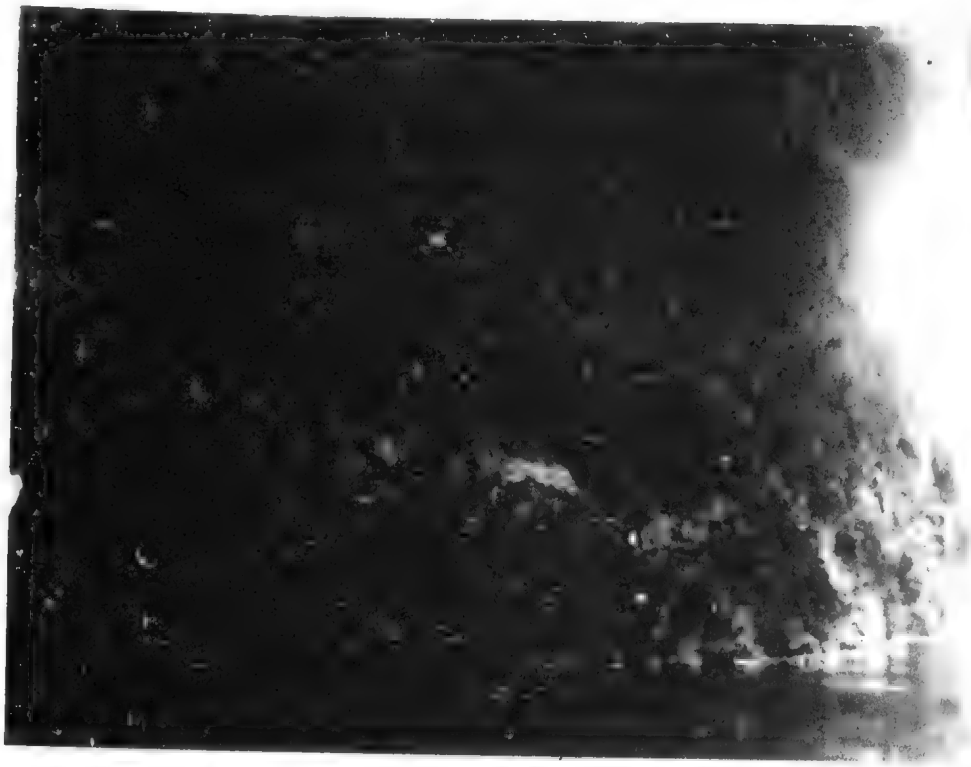
Walluski River Bridge
Nehalem Secondary Hwy.
Bridge 2320
Photographs taken by Jerry Test

Concrete pier (main swing span pier) errosion caused by river currents.



Hole in main concrete pier at low water. Extends thru outer wall of pier.

Walluski River Bridge
Nehalem Secondary Hwy.
Photographs taken by Jerry Test



Hole in main concrete pier at low water.

Hole in main concrete pier near low water line.

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE: 2320A

May 2, 1977

John W. Sheldrake

FROM: John W. Sheldrake
REGION II ENGINEER

SUBJECT: Walluski River
Br. No. 2320
Hwy. 102, MP 04.60

TO: Robert W. Ellison
ACTING BRIDGE DESIGN ENGINEER

Bridge Inspection

Item 60 - Substructure

Piles are rated 5 - Most of the piles are decayed or have been cut-off exposing untreated wood. In many cases, piles that are in good condition have been dapped at the tidal zone, exposing untreated wood. There is an excessive amount of bent movement under loads.

Caps are rated 8- The caps were bored and due to the amount of decay in the drawrests and bent 8, they should be rated a 5. There is 14" of decay in an 18" cap at the bearing on drawrest No. 1.

Item 61 - Channel & Channel Protection

Fender System is rated a 4 - The fender system has decayed and broken.

Item 59 - Super structure

Girders are rated 4 - The girders have excessive section loss at the splices and bearing stiffeners.

Item 58 - Deck

Deck Structural condition is rated a 5 - The deck is decayed and emergency repairs have to be made at frequent intervals. The latest being 4-27-77.

R. W. ELLISON

RECEIVED
MAY 2 1977
BRIDGE SECTION

WB/1a

Oregon State Highway Division

BRIDGE INVENTORY INSPECTION RE[illegible]RD

Sheet 1 of 5

Bridge No. 2320

Bridge over WALLUSKI RIVER on NEHALEM 2ND Highway No. 102

in CLATSOP County. Inspected 4-7-77 by BANGERT Location No. 04.60

THE
APPROACH - SPANS - 2 x 2 HAS SOFT SPOTS THRUOUT. TRANSVERSE AND LONGITUDINAL A.C. CRACKING

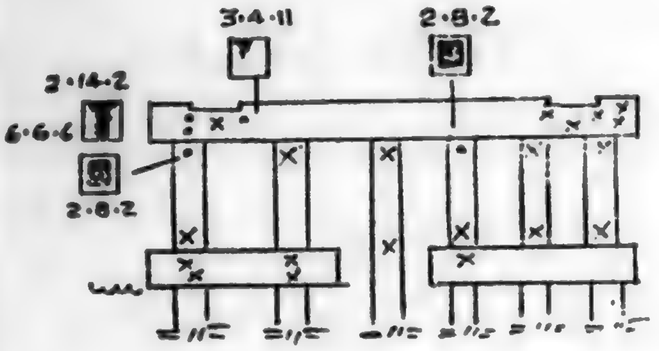
THERE IS AN EXCESSIVE AMOUNT OF BENT MOVEMENT UNDER LOADS. THIS MAY BE DUE TO THE LENGTH OF PILES AND DEPTH OF SOFT MUD. IF REPLACEMENT IS NOT IN THE IMMEDIATE FUTURE, CONSIDERATION SHOULD BE GIVEN TO STRAPPING THE FRAMED BENTS TO PREVENT COLLAPSE IF COLLISION FROM DRIFT, BOATS ETC SHOULD OCCUR

THERE IS A POSSIBILITY THAT THERE ARE A FEW MORE DECAYED PILE STUBS THAT WERE NOT BORED DUE TO [illegible] TIME.

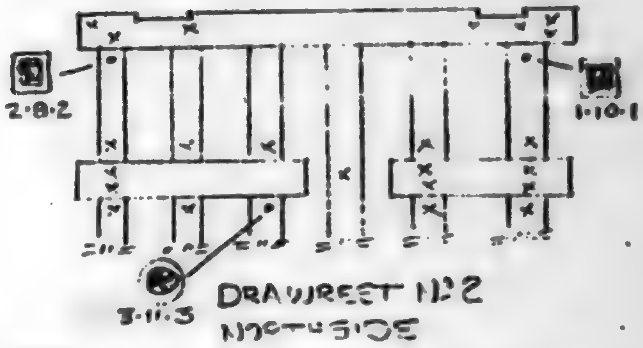
follow up dive shows no limnoria att. damage.

THERE IS A POSSIBILITY THAT THE LACK OF BEARING ON THE DRAWREST PILES COULD BE LIMNORIA ATTACK (SEE DIVING REPORT) THIS IS BASED ON A COMPARISON BY VISUAL INSP. OF A SIMILAR SITUATION ON THE LEWIS & CLARK. SAMPLES SHOULD BE TAKEN AT THE NEXT DIVING INSP.

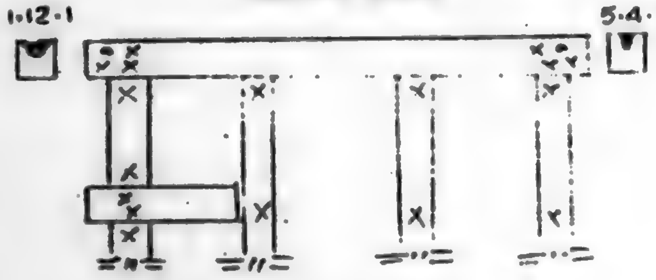
THE BULKHEADS ARE PARTIALLY DECAYED.
PILES AVERAGE 15"ø



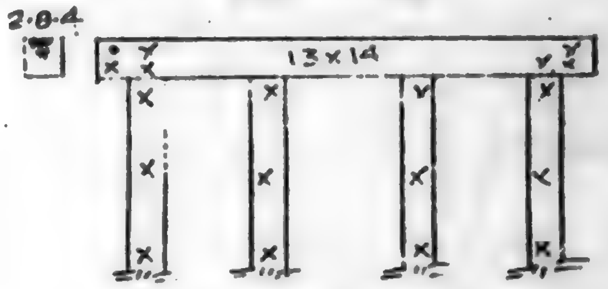
DRAW REST No 1
SOUTH SIDE



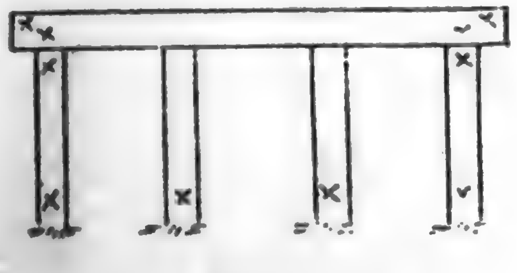
DRAWREST No 2
NORTH SIDE



DRAWREST No 1
NORTH SIDE



DRAWREST No 2
SOUTH SIDE



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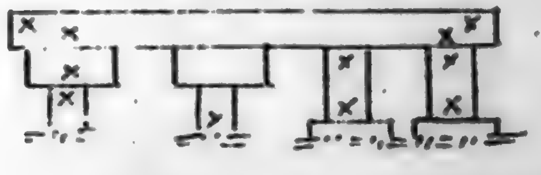


BENT 12

Oregon State Highway Division

BRIDGE INVENTORY INSPECTION RECORD

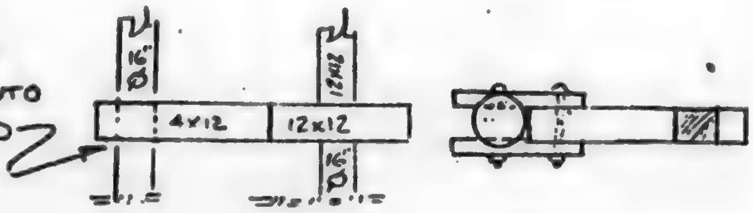
Sheet 2 of 5

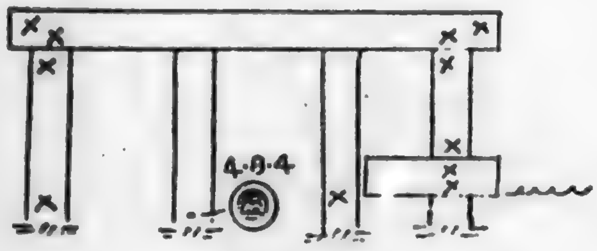
Bridge No. 2320

Bridge over WALLUSKI RIVER on NEHALEM 2ND Highway No. 102

in CLATSOP County. Inspected 4-7-77 by BANGERT Location No. 04.60

TYPICAL SPLICE
PILE DAPPED INTO
UNTREATED WOOD


16" Ø
4x12
12x12
12x12
16" Ø



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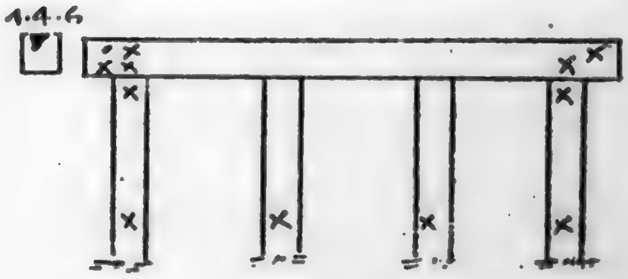

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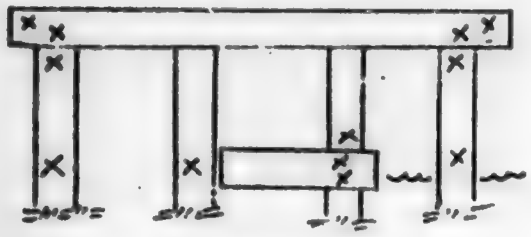

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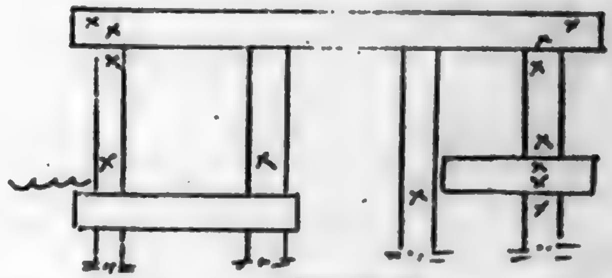

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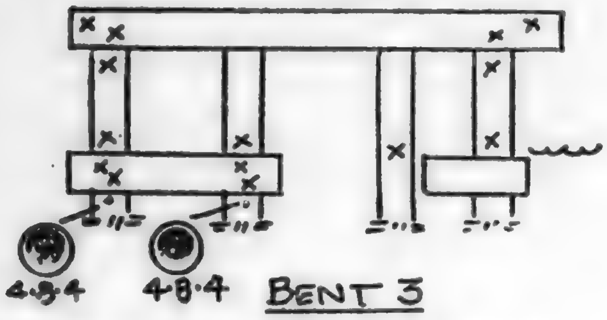

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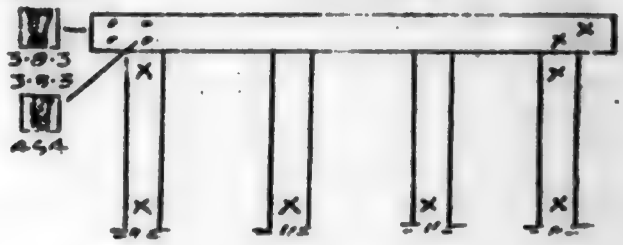
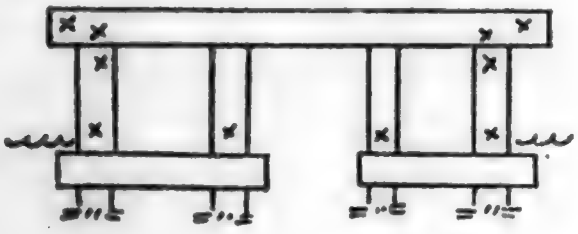

2.10.2
3.8.3
3.8.3
4.4.4

BENT 8



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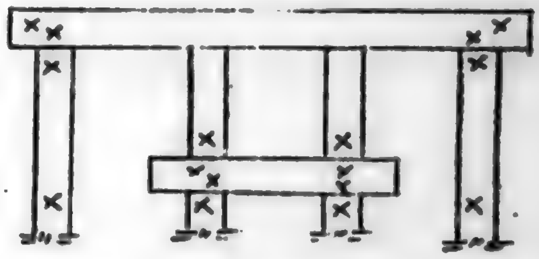

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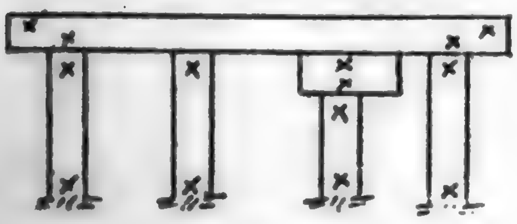

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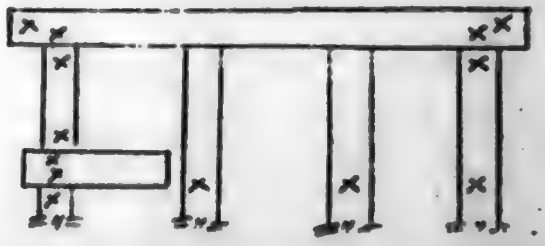
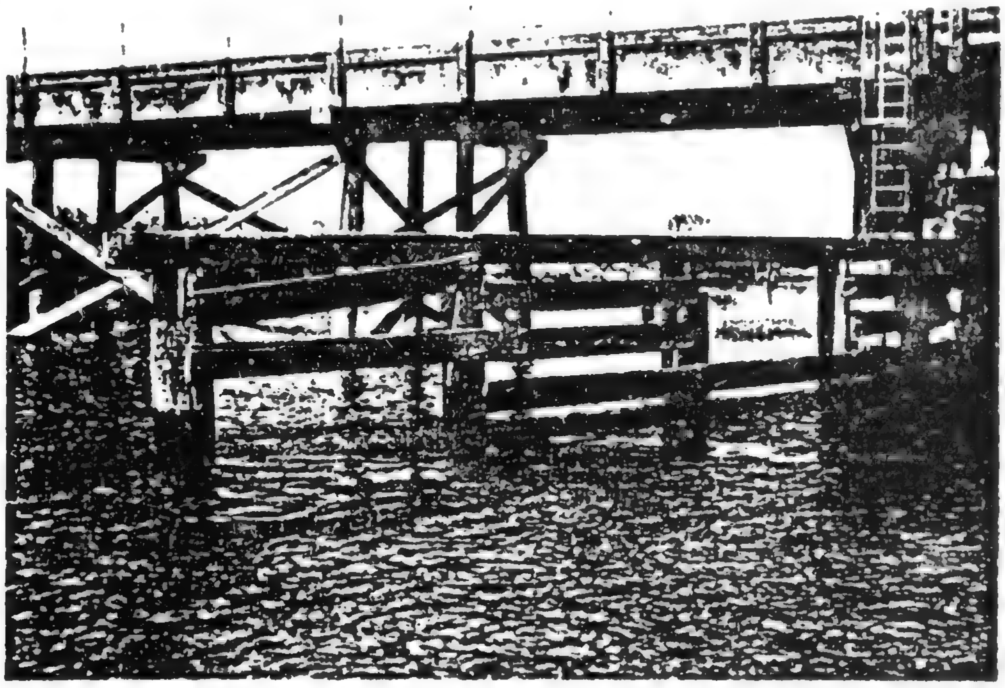


BENT 6

Form 81-731-3187

Oregon State Highway Division
BRIDGE INVENTORY INSPECTION RECORD

Sheet 3 of 5
Bridge No. 2320
Bridge over WALLOOSKEE RIVER on NEHALEM 2ND Highway No. 102
in CLATSOP County. Inspected 4·7·77 by BANGERT Location No. 01.60



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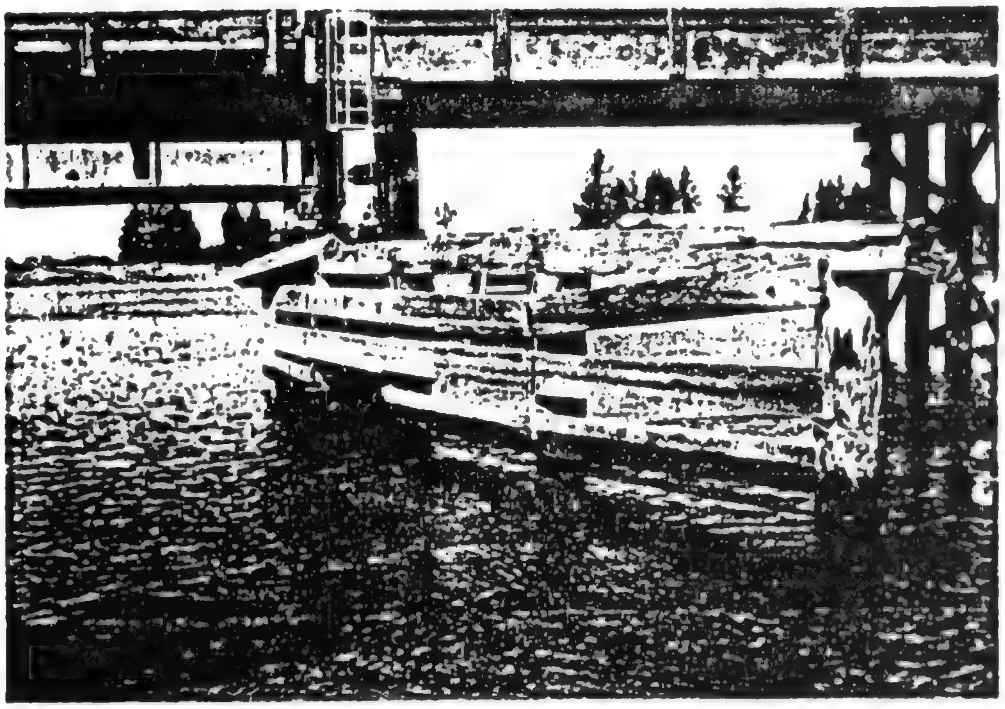


②

PIER PROTECTION

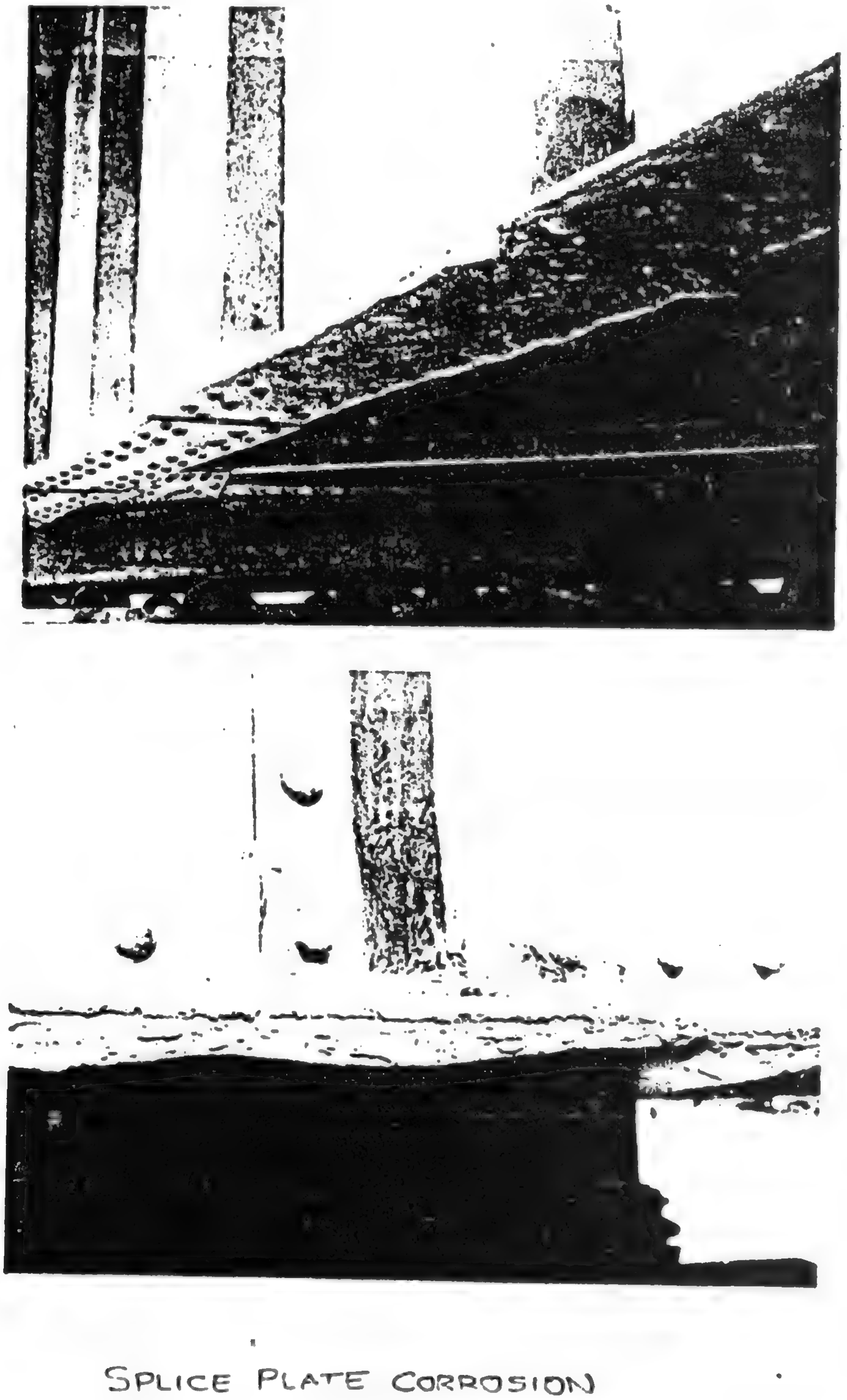
1 AT DRAWREST № 2 } LOOKING DOWNSTREAM.
2 AT DRAWREST № 1

Oregon State Highway Division
BRIDGE INVENTORY INSPECTION RECORD

Sheet 4 of 5
Bridge No. 2320

Bridge over WALLUSKI RIVER on NEHALEM 2nd
Highway No. 102

in CLATSOP County. Inspected 4·7·77 by BANGERT
Location No. 04.60



SPLICE PLATE CORROSION
TYPICAL OF BOTH GIRDERS

Oregon State Highway Division

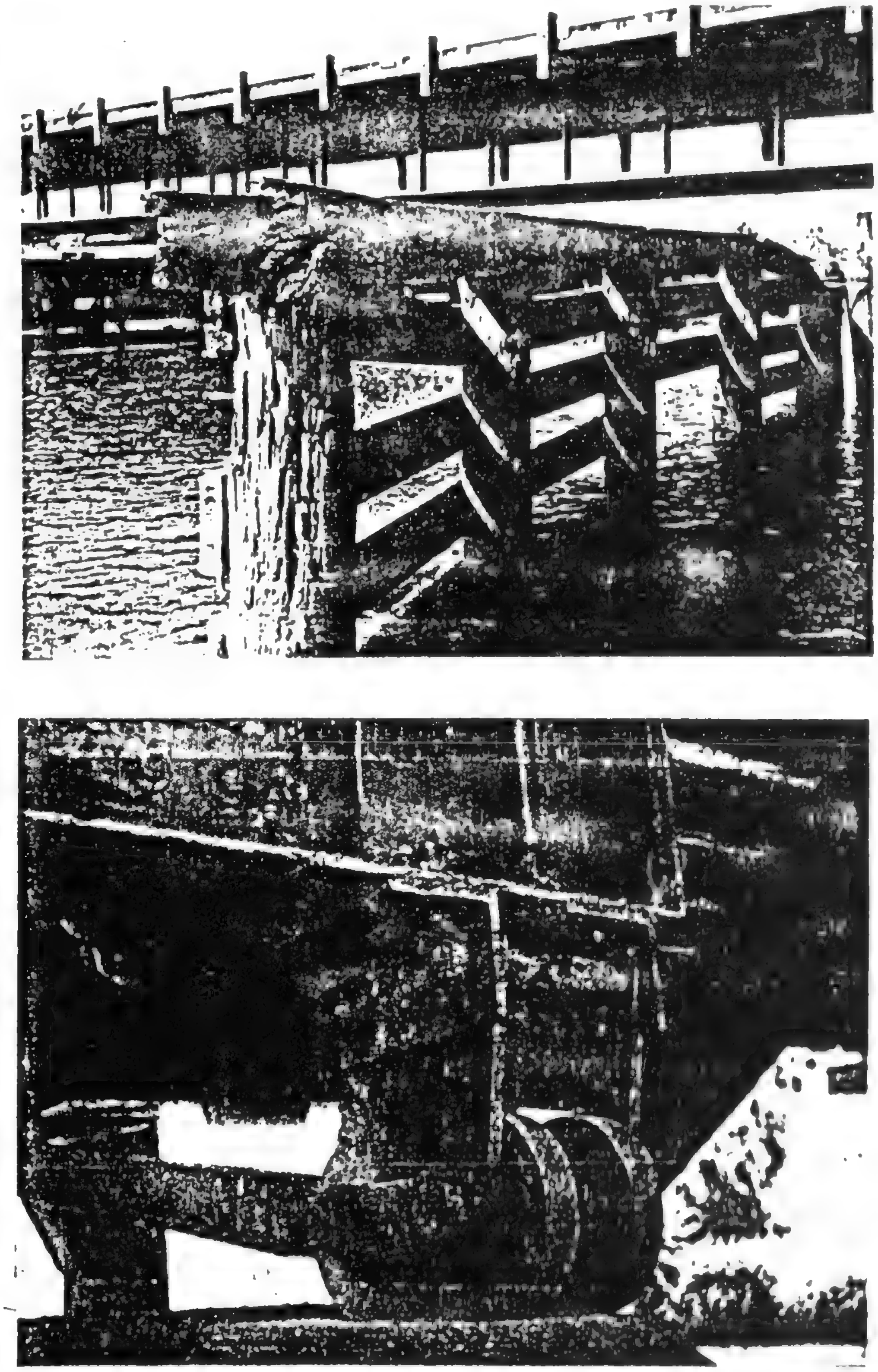
BRIDGE INVENTORY INSPECTION RECORD

Sheet 7 of 8

Bridge No. 2530

Bridge over WALLUSKI RIVER on NEHALEM HY Highway No. 102

in CLATSOP County. Inspected 4.7.77 by BANGERT Location No. 04.60



PIER PROTECTION AT DRAWREST No 1

2320A

Form 81-734-3030

REGION ENGINEER
RECEIVED
APR 28 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

OREGON STATE HIGHWAY DIVISION

FILE: 104-61

INTER-OFFICE CORRESPONDENCE
April 28, 1977
Salem, Oregon

C E Payton

FROM: C. E. Payton
REGION II BRIDGE MAINTENANCE ENGINEER

SUBJECT: Walluski River Bridge
Hwy. 102 M.P. 4.60

TO: John W. Sheldrake
REGION II ENGINEER

The diving crew observed the above title bridge again on April 21, 1977 and the findings are basically the same as listed in the May 17, 1976 underwater inspection. You will find a copy of this report attached.

The diving team removed a portion of the top of one pile. The pile sampled was one of the 13 piling mentioned in the May 17, 1976 that has no contact with the 10" X 10" timber mat. There is no sign of marine bore in this sample.

Also attached are current drill logs and conditional rating.

The bridge crew was called out at night this week to replace a section of deck that failed on the swing span.

We recommend replacement of this bridge assuming the time to contract can be in the near future. If the contract is delayed, there will be considerable maintenance required in the near future.

NOTED
R. W. ELLISON

4/28/77
cc: Bridge, Attn: R.W. Ellison
w/copy of attachments
For your review and consideration. I agree replacement appears in order.
John W. Sheldrake

4-29-77
lc

CEP/dea
Attach.

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APR 29 1977
BRIDGE SECTION

NOTED
P.A. ANDERSON

OREGON ST HIGHWAY DIVIS

BRIDGE NO. 426

STEEL ℄ GIRDE

BRIDGE INSPECTION REPORT

BRIDGE TYPE SWING SPAN NAME WALLUSKI RIVER HWY. NO. 102 MILE POST 4.6
CROSSING (OVER, UNDER) N.A. COUNTY CLATSOP INSPECTORS' SIGNATURES W.d.Barryort SEATON
DISTRICT 1 YEAR BUILT 1938 PHOTOS - DATE 4-12-77

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating	SUPERSTRUCTURE (59)	Condition Rating	DECK (58)	Cond Rat
1. Abutments - Wings	6	1. Bearing Devices	7	1. Wearing Surface	7
Backwall	7	2. Stringers GIRDERS STEEL	4	2. Deck - Structural Condition	5
Footing	8	3. ~~[illegible]~~ STR. WOOD	8	3. ~~Curbs~~ FELLOE GUARD	7
Piles	8	4. Floor Beams		4. Median	
Erosion	8	5. Trusses - General		5. Sidewalks	
Settlement	8	Portals		6. Parapet	
2. Piers or Bents - Caps	5 ~~8~~	Bracing GUSSETS	6	7. Railing	7
Column		6. Paint	5	8. Paint	7
Footing	8	7. Machinery (Movable Spans)	6	9. Drains	8
Piles	5	8. Rivets or Bolts	5	10. Lighting Standards	
Scour	8	9. Welds - Cracks	8	11. Utilities	
Settlement		10. Rust	6	12. Joint Leakage	7
3. Pile Bents	8	11. Timber Decay	8	13. Expansion Joints or Devices	7
4. Concrete Cracking or Spalling		12. Concrete Cracking	7	14. Record Elevations	
5. Steel Corrosion		13. Collision Damage	8	Gutterline @ ℄ Bearings	
6. Timber Decay, etc.	5	14. Deflection under Load	8	@ ℄ Spans	
7. Debris on Seats	7	15. Alignment of Members	8	INSPECTOR'S CONDITION RATING (58)	5
8. Paint		16. Vibrations under Load	8	APPROACH ALIGNMENT (65)	
9. Collision Damage				1. Alignment	8
INSPECTOR'S CONDITION RATING (60)	5	INSPECTOR'S CONDITION RATING (59)	4	2. Approach Slab	
CHANNEL & CHAN. PROTECT. (61)		CULVERTS & RETAIN. WALLS (62)		3. Relief Joints	
1. Channel Scour	8	1. Barrel		4. Approach - Guardrail	
2. Embankment Erosion	8	Concrete		Pavement	8
3. Drift		Steel		Embankment	8
4. Vegetation	7	Timber		INSPECTOR'S CONDITION RATING (65)	8
5. Channel Change		2. Headwall		RATED LOADING (66)	
6. Fender System	4	3. Cutoff Wall		1. Posted Loading	
7. Spur Dikes & Jetties		4. Adequacy		2. Legibility	
8. Riprap		5. Debris		3. Visibility	
9. Adequacy of Opening	8				
INSPECTOR'S CONDITION RATING (61)	4	INSPECTOR'S CONDITION RATING (62)		INSPECTOR'S CONDITION RATING (66)	

over for meaning of numbers →

0.0.0.

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

PIER PROTECTION AND SWING REST IS BROKEN AND HEAVILY DECAYED
SPLICE PLATES HAVE HEAVY RUST SCALE UNDER ℄ · SHOULD BE REMOVED
AND CLEANED (CONSIDERABLE SECTION LOSS AT GUSSETS AND TOP
FLANGE) TIMBER LAMIN. DECK ON SWING SPAN IS DECAYED.
SOME SOFT 2X2 ON APPROACHES - SEE BORING REPORT 4-12-77
SEE DIVING REPORT.

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLET
		Maintenance	Betterment	
	REPLACE DECK ON SWING SPAN			
	REPAIR AND PAINT GIRDERS			
	REPLACE PIER PROTECTION			

NOTE: List under maintenance and betterment recommendations all necessary channel cleanup [illegible]

Cond Rating

8 = good as new.
7 = minor items need repair by maint.
6 - major items need repair by maint.
5 = major repair needed by maint forces or contract to be let.

RECEIVED
APR 29 1977
BRIDGE SECTION

Oregon State Highway Division
BRIDGE INVENTORY INSPECTION RECORD

Sheet 1 of 5
Bridge No. 2320

Bridge over WALLUSKI RIVER on NEHALEM 2ND Highway No. 102
In CLATSOP County. Inspected 4-7-77 by BANGERT Location No. 04.60

THE
APPROACH SPANS - 2 X 2 HAS SOFT SPOTS THRUOUT. TRANSVERSE AND LONGITUDINAL A.C. CRACKING

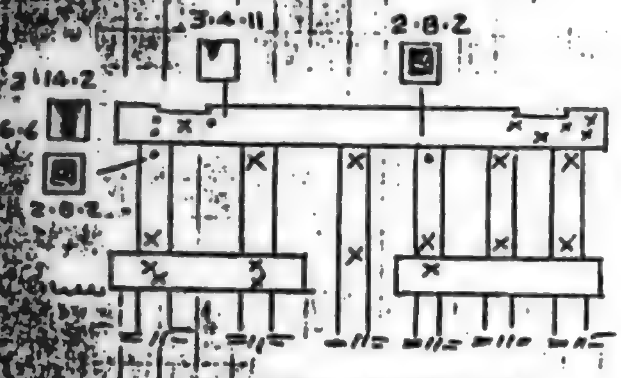
THERE IS AN EXCESSIVE AMOUNT OF BENT MOVEMENT UNDER LOADS. THIS MAY BE DUE TO THE LENGTH OF PILES AND DEPTH OF SOFT MUD. IF REPLACEMENT IS NOT IN THE IMMEDIATE FUTURE, CONSIDERATION SHOULD BE GIVEN TO STRAPPING THE FRAMED BENTS TO PREVENT COLLAPSE IF COLLISION FROM DRIFT, BOATS ECT SHOULD OCCUR.

THERE IS A POSSIBILITY THAT THERE ARE A FEW MORE DECAYED PILE STUBS THAT WERE NOT BORED DUE TO WATER ELEV.

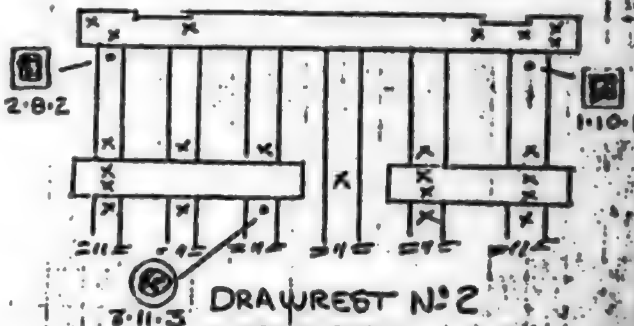
THERE IS A POSSIBILITY THAT THE LACK OF BEARING ON THE DRAWREST PILES COULD BE LIMNORIA ATTACK. (SEE DIVING REPORT) THIS IS BASED ON A COMPARISON BY VISUAL INSP. OF A SIMILAR SITUATION ON THE LEWIS & CLARK. SAMPLES SHOULD BE TAKEN AT THE NEXT DIVING INSP.

THE BULKHEADS ARE PARTIALLY DECAYED.
PILES AVERAGE 16" Ø

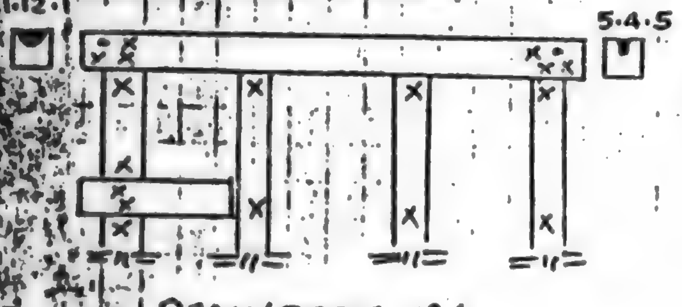
X = solid wood



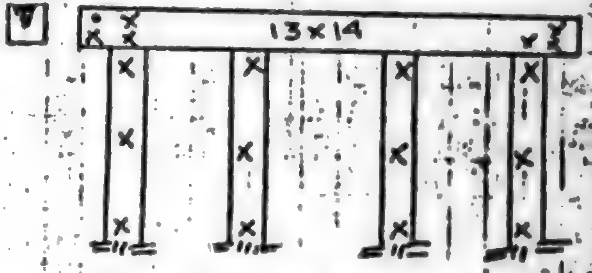
DRAW REST No 1
SOUTH SIDE



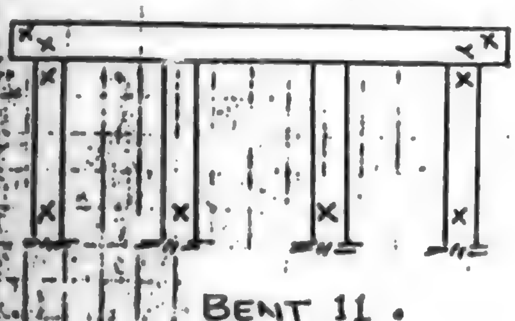
DRAWREST No 2
NORTHSIDE



DRAWREST No 1
NORTH SIDE



DRAWREST No 2
SOUTHSIDE



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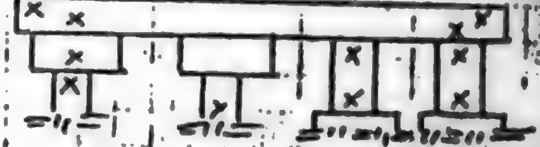


BENT 12

Oregon State Highway Division

BRIDGE INVENTORY INSPECTION RECORD

Sheet 1 of 5

Bridge No. 2320

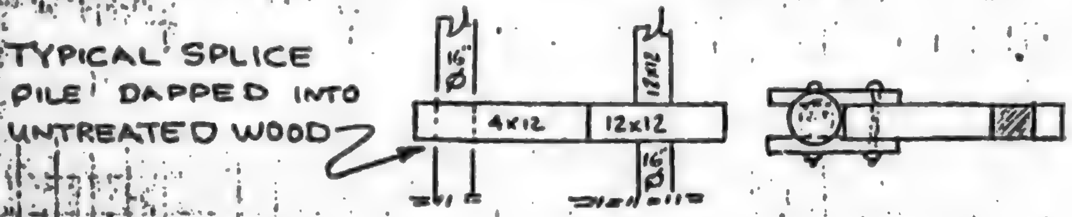
Highway No. 102

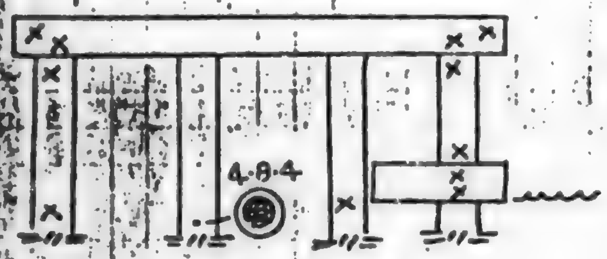
Location No. 04.60

Bridge over WALLUSKI RIVER on NEHALEM 2ND

in CLATSOP County. Inspected 4-7-77 by BANGERT

TYPICAL SPLICE PILE DAPPED INTO UNTREATED WOOD


16" Ø
4x12
12x12
12x12
16" Ø



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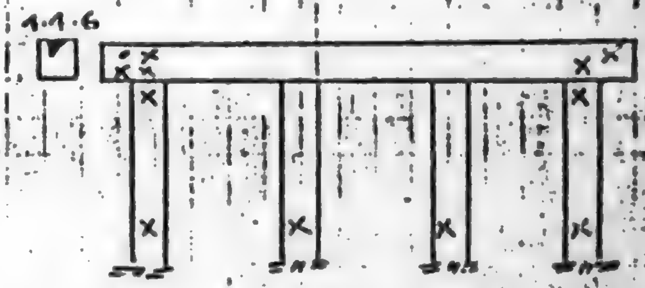

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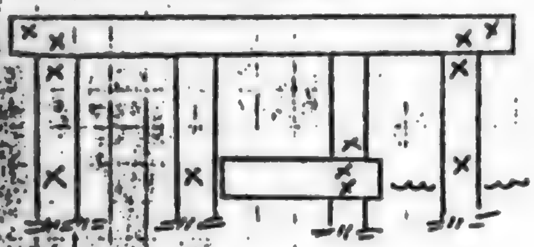

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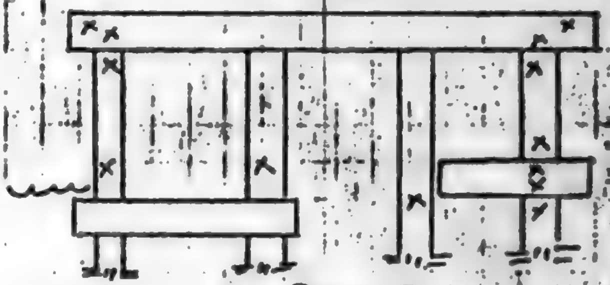

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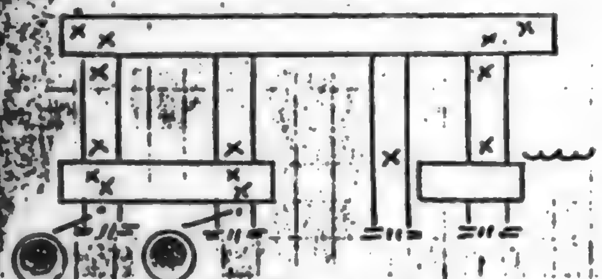

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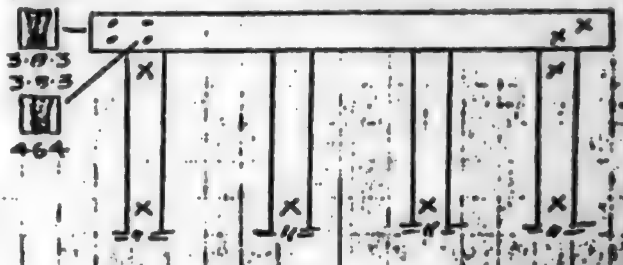
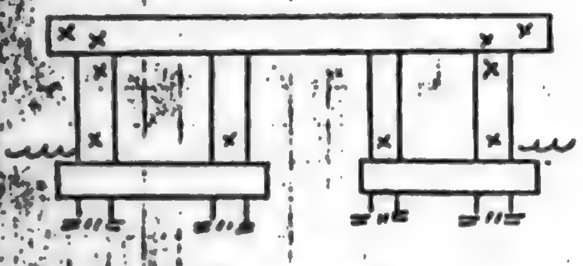
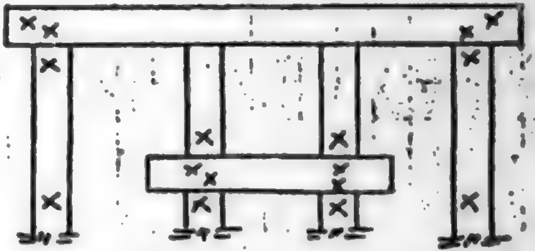

2.10.2
3.8.3
3.8.3
4.6.4

BENT 8



BENT 2



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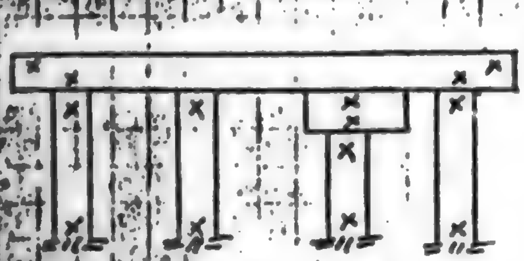
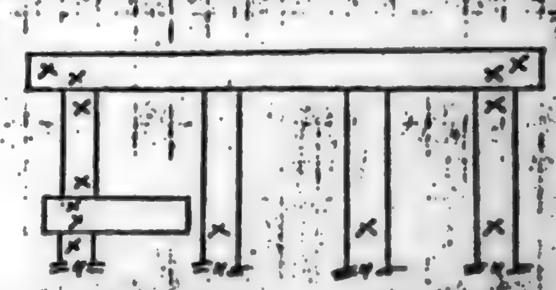


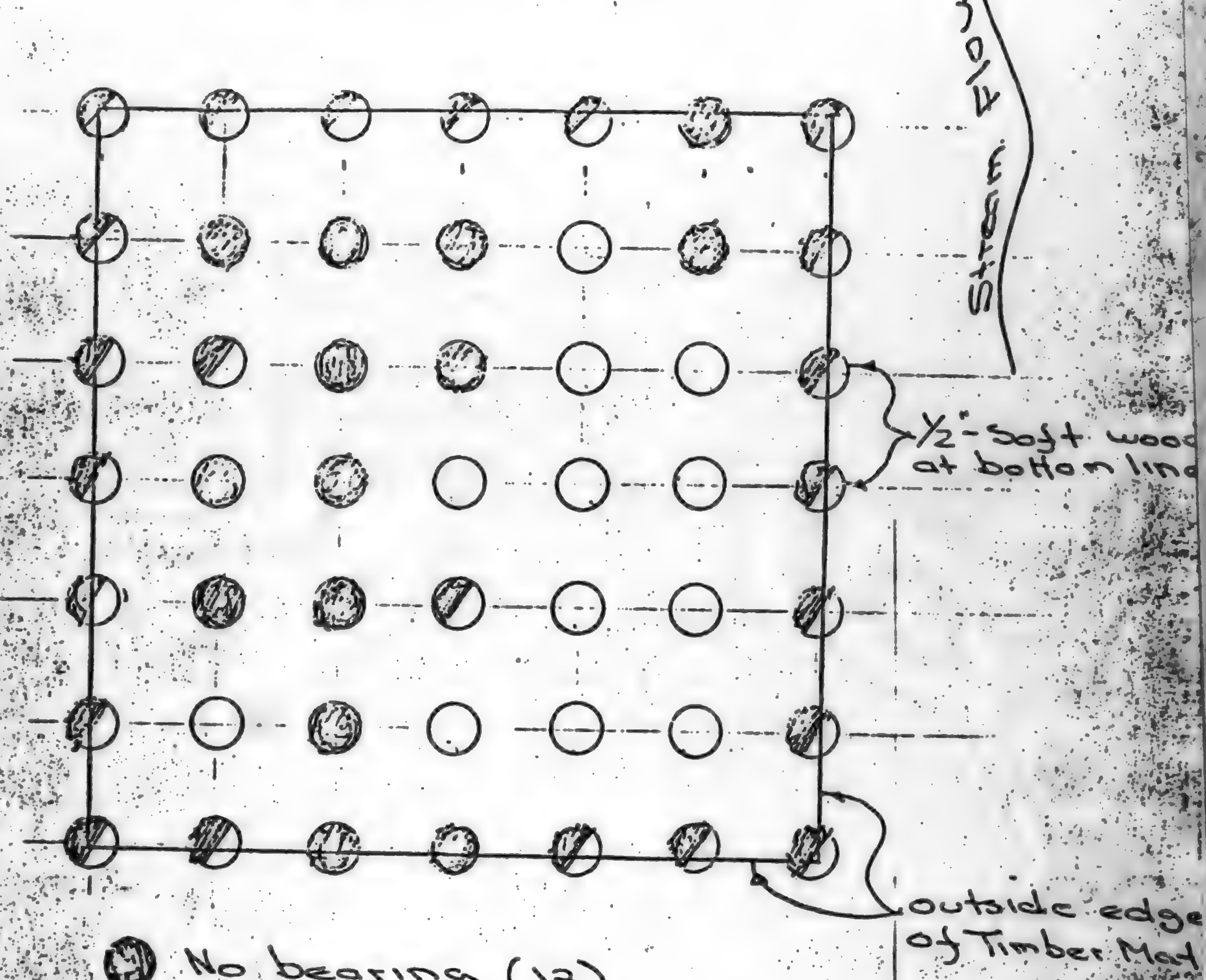
BENT 1



BENT 6

Walluski Riv. Br.

Swing Pier


Stream Flow
1/2" - Soft wood at bottom lin
outside edge of Timber Mat

● No bearing (13)

⊘ Partial bearing (23)

Piling Plan

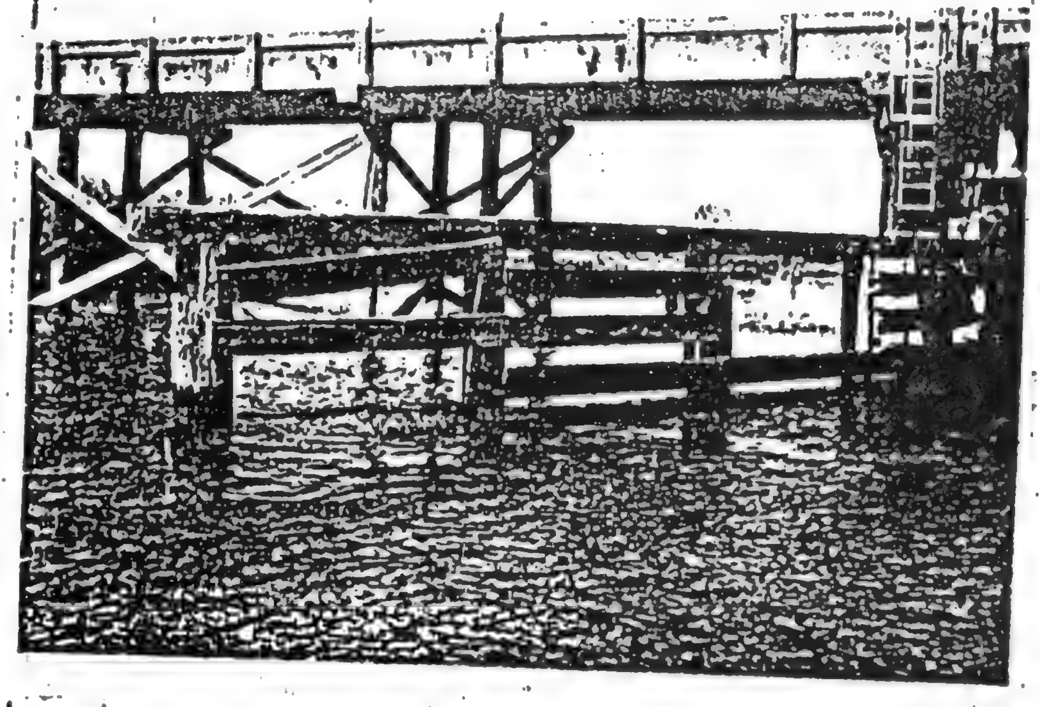
49 - Piling Total

Form 81-734-3167

Oregon State Highway Division
BRIDGE INVENTORY INSPECTION RECORD

Sheet 3 of 5
Bridge No. 2320
Highway No. 102
Location No. 04.6

Bridge over WALLUSKI RIVER on NEHALEM 2ND
in CLATSOP County. Inspected 4-7-77 by BANGERT



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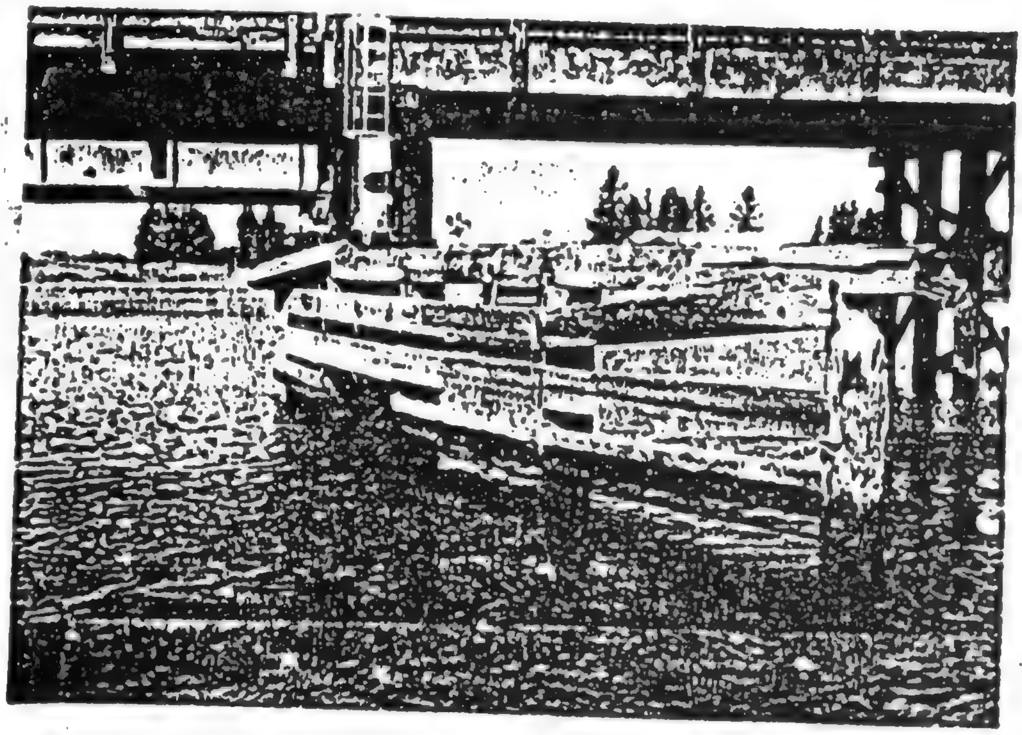


②

PIER PROTECTION

1. AT DRAWREST № 2
2 AT DRAWREST
} LOOKING [illegible]

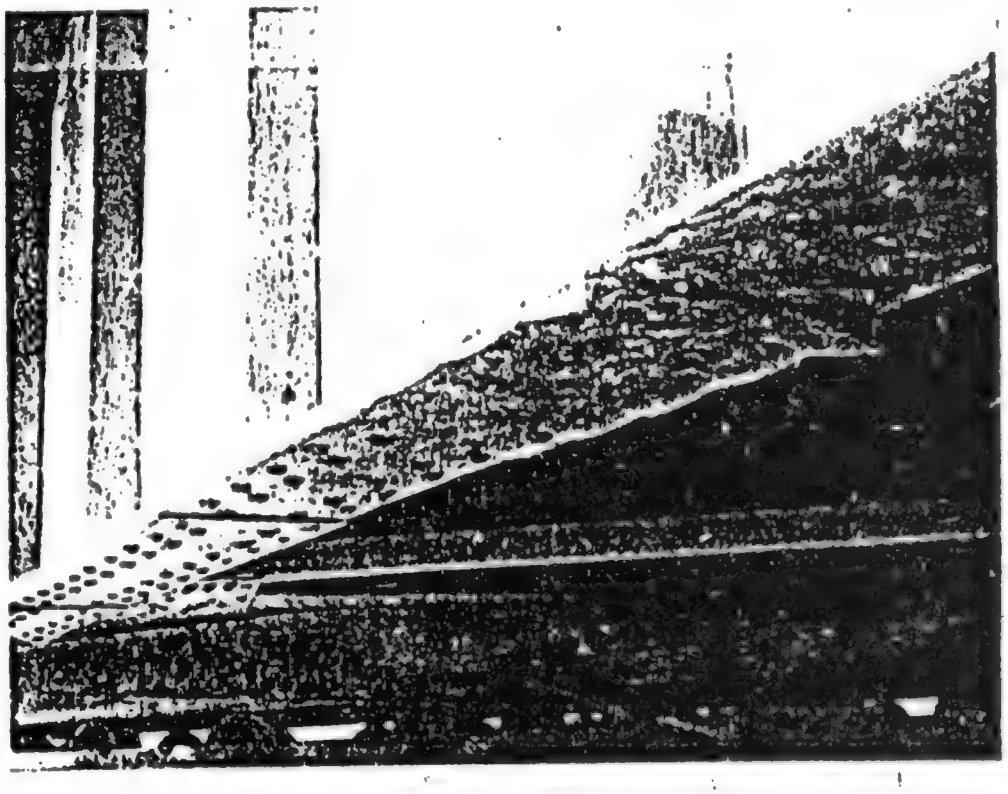
Oregon State Highway Division
BRIDGE INVENTORY INSPECTION RECORD

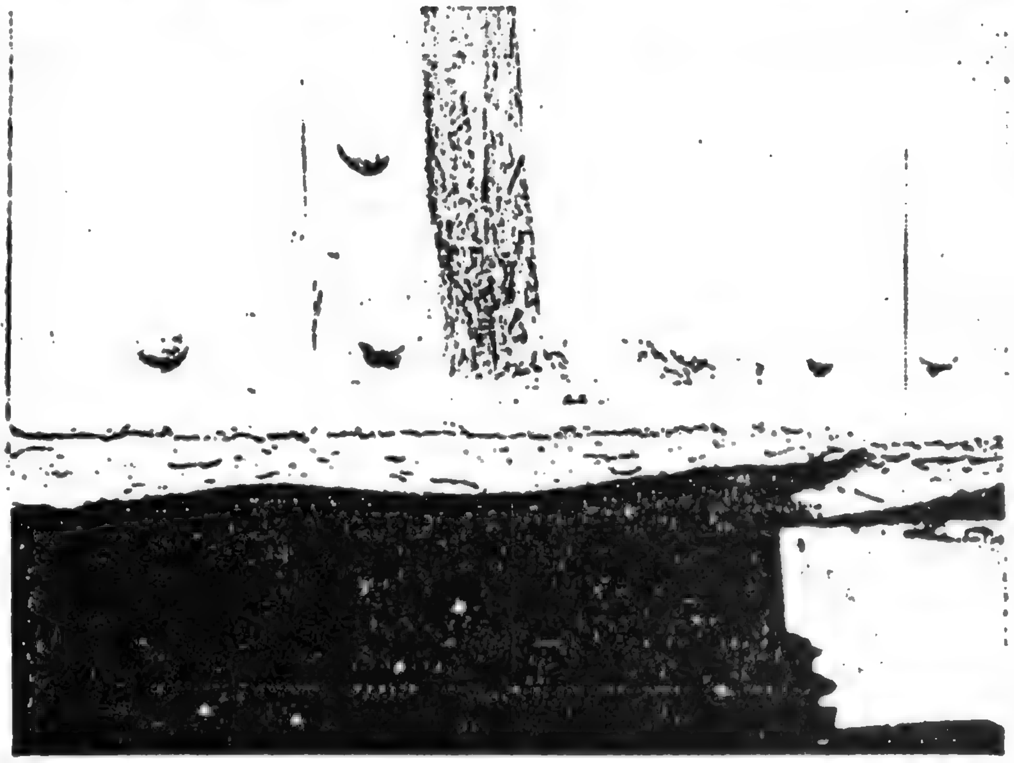
Sheet 4 of 5

Bridge No. 2320

Bridge over WALLUSKI RIVER on NEHALEM 2ND Highway No. 102

in CLATSOP County, Inspected 4-7-77 by BANGERT Location No. 0460





SPLICE PLATE CORROSION
TYPICAL OF BOTH GIRDERS

Oregon State Highway Division

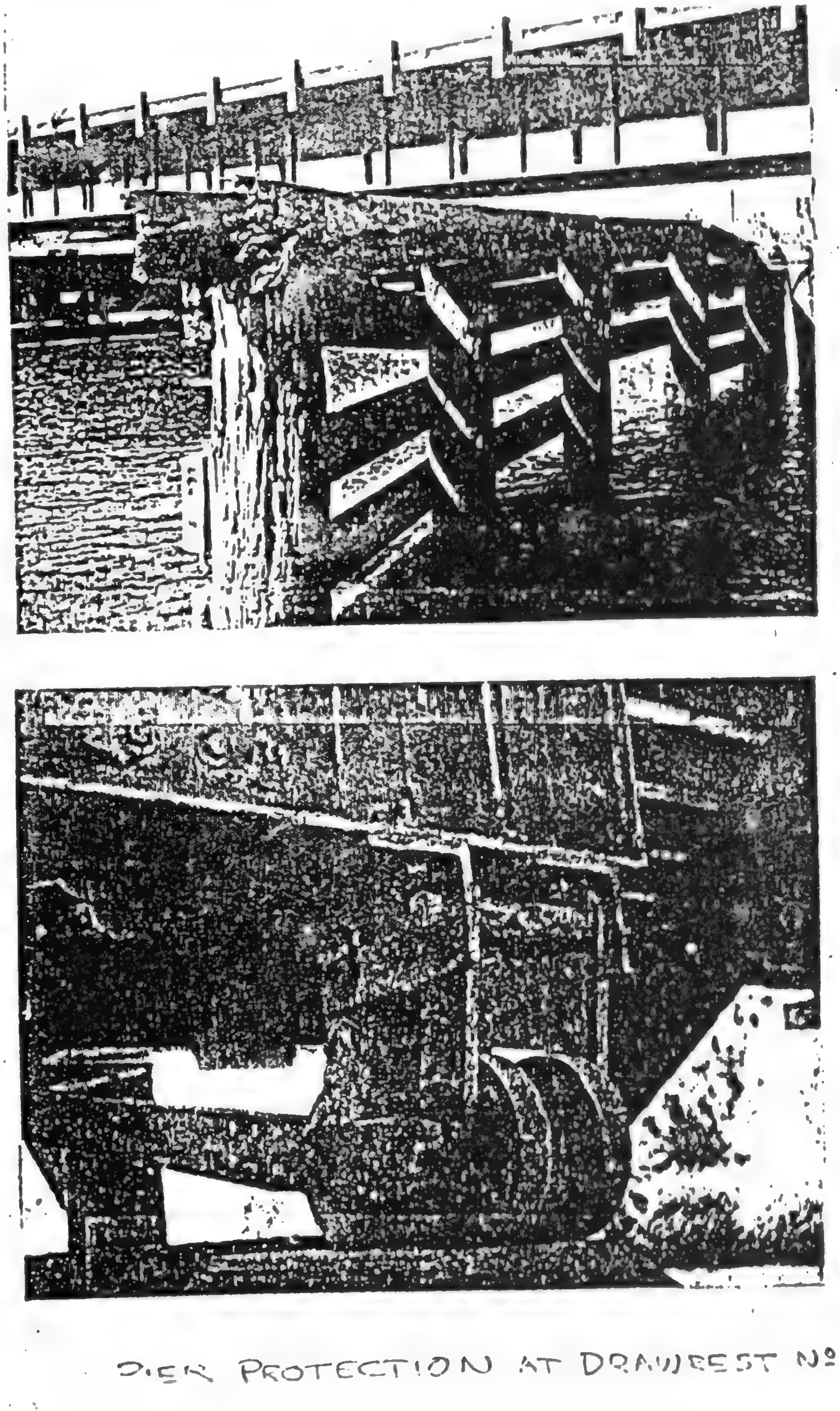
BRIDGE INVENTORY INSPECTION RECORD

Sheet 5 of 5

Bridge No. 2320

Bridge over WALLUSKI RIVER on NEHALEM 2ND Highway No. 102

in CLATSOP County. Inspected 4.7.77 by ZANGERT Location No. 04.60



PIER PROTECTION AT DRAWREST Nº 1

DERWATER PIER INSPECTION

Date May 17, 1976

Report by

BRIDGE NAME Walluski River Bridge BRIDGE NO. 2320

HIGHWAY No. 102 M.P. 4.60 RIVER Walluski River

DATE INSPECTED May 4, 1976

DIVERS Dean Thornton Test

WATER CONDITIONS AT TIME OF DIVE Low Tide - Zero Visibility

Describe below conditions of each pier inspected. (Make sketches of problem areas, recommended corrective action, et cetera.) To be filled out by diver and submitted to Region Engineer.

Draw Span Pier

There are 49 piling under this pier spaced at about 3'-0" centers. The piling are placed in rows of seven each way. The piling are all large piling with a butt diameter of about 14". All the piling were found to be sound. Two of the piling on the Astoria side could be penetrated a maximum of 1/2" with a knife at the bottom line. On top of the piling is a mat made up of two layers of 10"x10" timbers laid at right angles to each other. There is no way of telling how this mat is fastened to the piling, if it is fastened at all, or how it is fastened together itself.

The mat timbers appear sound. There is very slight deterioration at the ends of the timbers.

There is also some very slight cupping or rounding of some of the piling heads.

There are two problem areas with the piling, however. First the mat was not made large enough to completely cover the heads of the outside rows of piling resulting in most of the outside piling having only about 50% bearing. The other problem is that when the piling were cut off they were not all cut off at the same elevation and many were not cut square. The result is that 23 of the piling have only partial bearing and 13 piling do not bear at all.

In spite of this there is no sign of crushing and the pier appears to be stable. For the location of the piling with partial or no bearing, see the accompanying sketch.

Gerald H. Test

Signature

cc Maintenance Engineer
Bridge Engineer
Region 2 Engineer
Ed Payton
Harold Seaton
Don Dean
Gerry Test

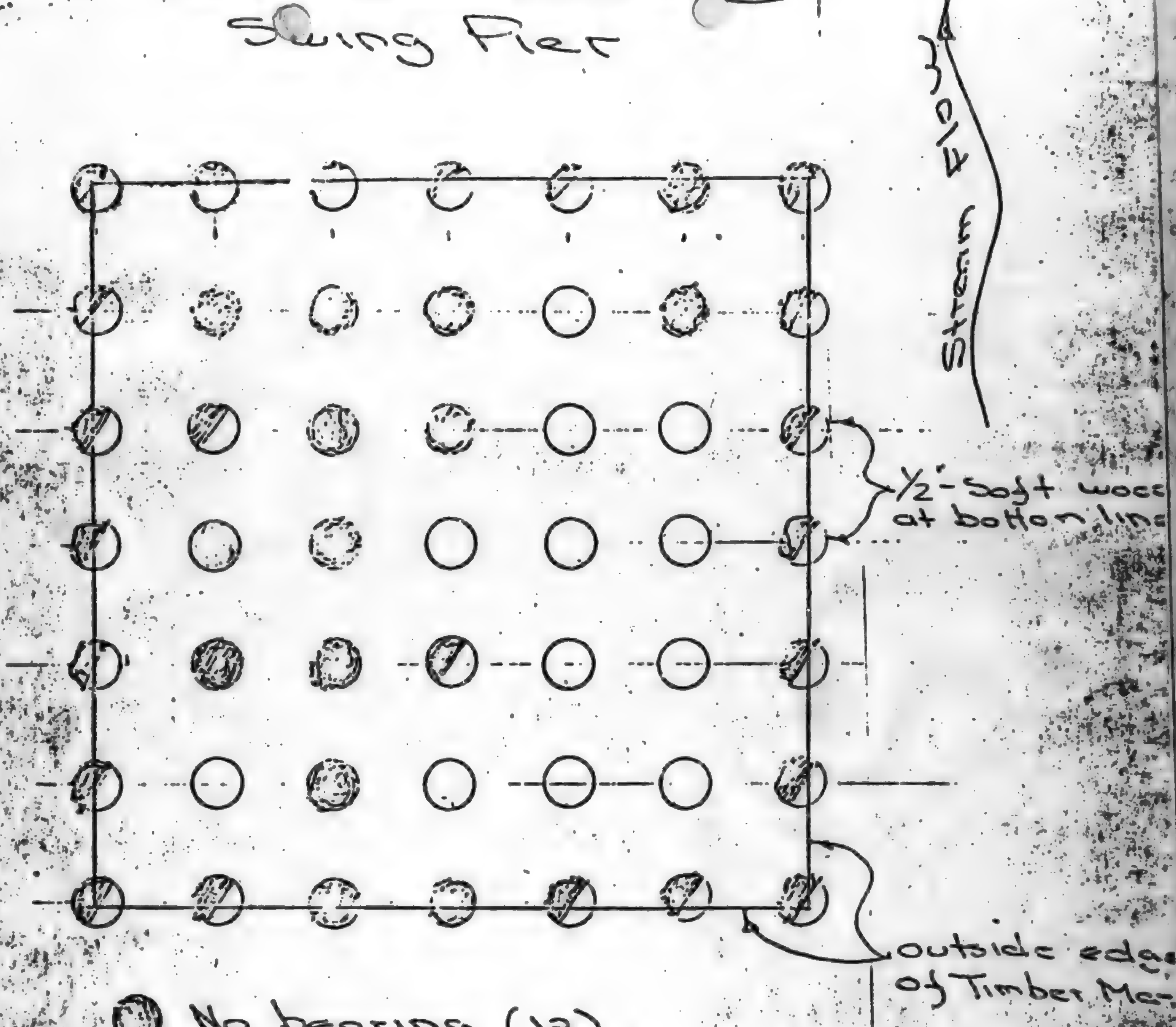
There was no sign of marine borers. The piling in the other bents are all treated and are in good condition.

The fender system is in very poor condition.

The bottom elevation at the swing pier is approx. -20 and consists of soft mud.

The concrete of the swing pier needs repair as there is several holes in it at the low water line.

Swing Pier


Stream Flow
½"-Soft woo
at bottom lin
outside edge
of Timber Ma-

● No bearing (13)

⊘ Partial bearing (23)

Piling Plan

49- Piling Total

APR 19 1938

March 21, 1938

Memorandum to Mr. O. S. Paxson:

An investigation of the foundations for the drawspan pier at Wallaski River was completed on Friday, March 18th. The investigation consisted of soundings around the pier and an investigation of the under water portion of the structure by a diver, also a rod was driven into the ground to determine, if possible, the pile penetration. Soundings show that the average elevation of the river bottom around the pier is elevation -20. The first ten feet of this bottom is very soft mud and the rod was pushed to elevation -30 without churning or driving. The rod was churned and driven to elevation -40. At this elevation the penetration of the rod driving with a 12 lb. sledge hammer was ¼" per blow, indicating that piling could be driven considerably below that elevation. Inquiry as to the penetration of the piling which support this bridge yielded no definite information. I could find no one who remembered when the original bridge was built or who built the bridge. Clatsop County files contain no record at all of its construction.

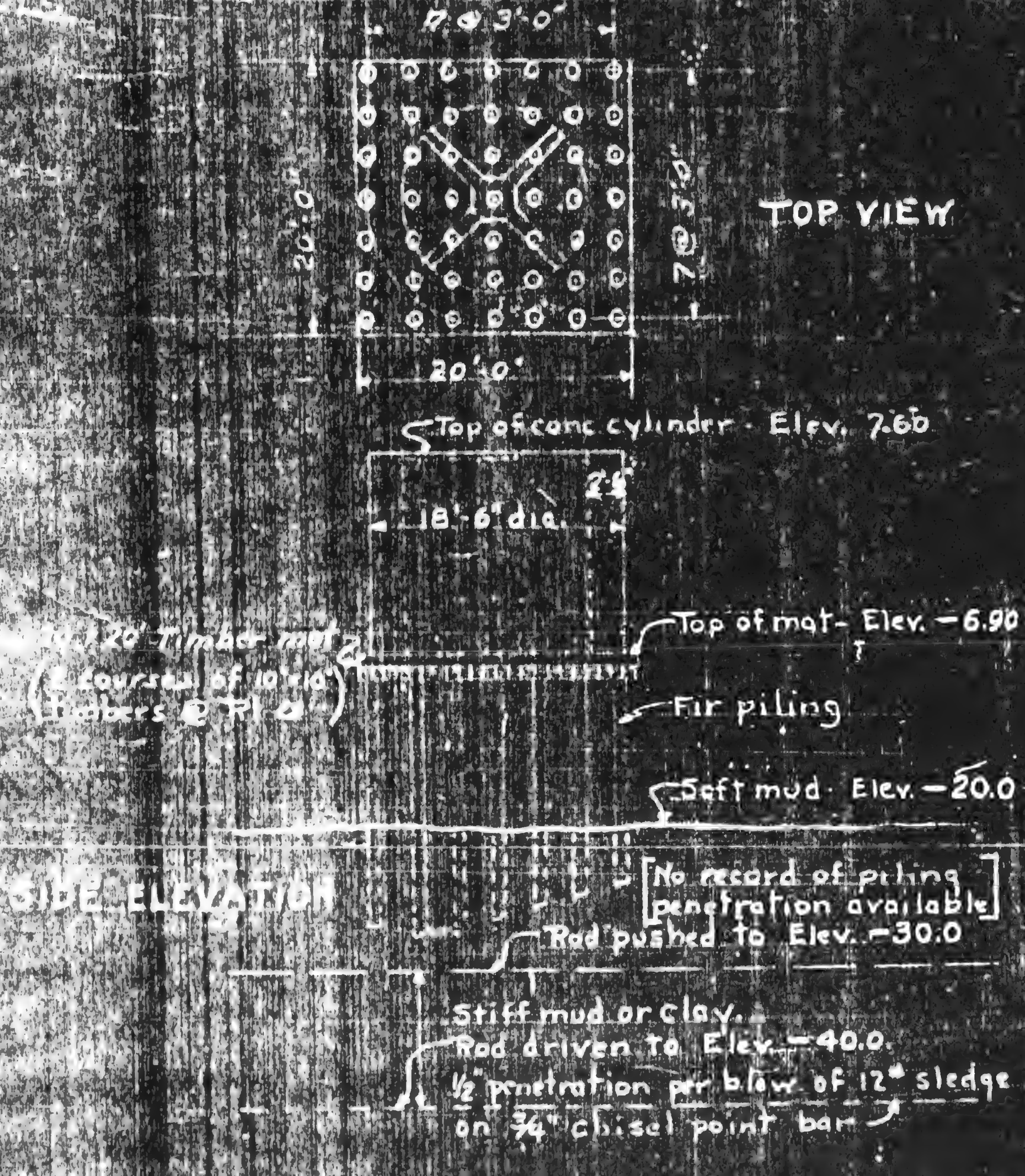
It was necessary to employ a diver to go down and look at the substructure as it is continuously under water and it is impossible to hazard anything more than a guess from soundings or investigations with a rod. The diver reported that there are 49 piling at about 3' centers each way under this pier. On top of them is a mat consisting of two courses of 10x10 timbers laid at right angles to each other and doweled together resting directly on the piling. There are no caps or stringers on the piling which would indicate, that this mat was built, floated into place, and sunk down to rest on the cut-off piling, and also no way of telling how many dowels there may be holding this mat onto this piling. The diver reports that the piling are rather large piling averaging about 14" at top and that they are apparently sound and in good condition. Most of the piling he reports in good bearing but says that there are several which would stand as much as two or three inches of shimming to bring them in bearing. There is no indication of any sort of marine borers in the piling in this bridge

The concrete cylinder which supports the turning mechanism for the swing span rests directly on the 10x10 mat. The mat is, roughly, 20'x20' square, mill length timbers having been used without trimming which makes a variation of a few inches one way or another. This cylinder was poured in a silo stave form and the old forms are still in place. As far as we were able to ascertain the concrete is in excellent condition.

The accompanying sketch shows graphically the construction of the pier, the elevation of the stream bed, and the results of soundings taken by state forces.

M. R. Crain
M. R. Crain

MRC DK
Attachment



7 @ 3'-0"
20'-0"
7 @ 3'-0"
20'-0"
TOP VIEW
Top of conc. cylinder - Elev. 7.66
2'
18'-6" dia.
20'x20' Timber mat
(2 courses of 10"x10" timbers @ 1'-0")
Top of mat - Elev. -6.90
Fir piling
Soft mud Elev. -20.0
SIDE ELEVATION
No record of piling penetration available
Rod pushed to Elev. -30.0
Stiff mud or clay.
Rod driven to Elev. -40.0.
1/2" penetration per blow of 12# sledge on 3/4" chisel point bar

DETAILS OF DRAW SPAN PIER AT WALLUSKI RIVER DRAWBRIDGE

M. R. Crain

March 1939

8771

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 12, 1977

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memo to the File

SUBJECT:

Walluski River Bridge Replacement
Nehalem Secondary Highway
Bridge 2320A
Clatsop County
Navigation Clearances

NOTED
E. S. HUNTER

I contacted Mr. Christensen of the U. S. Coast Guard in Seattle, relative to guidance on acceptable navigation clearances for the subject structure. He had no guidance to offer and indicated they can do nothing until they receive the normal permit application from us. We discussed the possibility of a fixed span at this location. The bridge was opened four times each year in 1972, 1973, and 1974, and not opened in 1975 or 1976. Apparently the openings were for passage of barge mounted equipment which works on the upstream dikes.

It was suggested that we contact the party doing this work to get their reaction to a fixed structure. Perhaps the upstream work can be done with other than floating equipment. The Region should make this contact and report the results.

Upon Completion of all other public involvement necessary, the Bridge Design Section will make permit application to the Coast Guard. The Coast Guard will offer opportunity for public hearing as part of their routine processing of the application.

RWE:dh

cc Region 2
Frank Terpin
L. L. Wallace
E. S. Hunter
Federal Highway Administration

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8877

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 14, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon Project RS-133(-)
Walluski River Bridge
Nehalem Highway

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTE

Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: L. Rulien

We have reviewed your Environmental Assessment on the subject project and find that the purpose of the project has changed since the March 22, 1977, review was prepared.

It now appears that the structure should be replaced and it is being studied to determine the condition of the materials presently in the bridge. ✓

No action will be taken on this assessment at this time. We will await your re-analysis and re-submission.

G.K. [illegible]
for G. L. Green

cy. Bridge
Potter
Maintenance
Shelldrake
4-18-77

RECEIVED
STATE HWY ENGR
APR 18 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8877

8

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 7, 1976

In reply refer to: 1041EC.1

SUBJECT: Project Assessments
(Listed Below)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Oregon Project RS-133(-)
Walluski River Bridge

Oregon Project I-405-8(-)303
W.Fremont Interchange Ramps and Connections

Oregon Project HH-9361(-)
Barbur Blvd. @ SW. 19th Ave.
Pacific Highway West

Oregon Project U-183(-)
Hillsboro-Beaverton Bus Turnouts, Tualatin

Oregon Project RS-304(4)
Richmond Jct.-Melvina Cr.
Service Cr.-Mitchell Hwy.

Oregon Project M-9713(-)
Prescott-Flavel (Portland) 82nd Avenue
Cascade Hwy.

Oregon Project HHS-9(-)
Pacific Hwy West @ Erving Rd.

Oregon Project M-0315(1)
10th St. @ Main St., Oregon City

Oregon Project HHS-0670(1)
SE. Division @ SE 112th Ave.

Oregon Project HHS-132(14)
Pacific Highway East @ 10th St. Oregon City.

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
Bulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

The above listed project assessments submitted with Mr. Rulien's August 23 letter have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

The proposed standards, design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during the project development.

William H. Koppens
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

8877.

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

August 20, 1976

Salem, Oregon 97310

G. Rangone Ref

FROM: Gary A. Potter, Manager
Environmental Section

TO: L.W. Rulien
Project Management

SUBJECT: Project Assessment
Walluski River Bridge
Nehalem Highway No. 102
M.P. 4.60
Clatsop County

The subject project has been assessed and evaluated for its potential impact on the quality of the human environment.

The proposal provides for the repair of the center swing span and replacement of the existing approaches.

The impacts on the social, economic, and natural environment would be temporary in nature, confined to the period required for the bridge repair. The section of highway would be closed to traffic. Traffic would be detoured around the project site utilizing existing county roads. The use of the county roads as a detour has been discussed with the appropriate county officials. River traffic would be restricted to that which could pass under the closed swing span during construction. History of span openings indicate an average of one opening a year over the past five years and at a time of year that would not be in conflict with the bridge repair.

Work within the stream which might affect any ecosystem would be confined to the removal and replacement of piling.

The bridge repair will be coordinated with the Coast Guard. It is anticipated that the repair can be accomplished under the existing bridge permit. A permit from the Corp of Engineers under the 404 Section of the Clean Water Act or from the Division of State Lands would not be required for this project.

It has been determined that no new right-of-way will be required and that this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The statewide assessment classifies this project as non-major.

GAP:GR:ds

cc: E.S. Hunter
C.O. Fredrickson
Eddie Welsh

8877

9

Form 81-734-3030

FILE: BR 2320

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 19, 1976

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memo to the Files

SUBJECT:

Walluski River Bridge
Nehalem Secondary Highway
Clatsop County
Bridge 2320
Repairs

NOTED
E. S. HUNTER

On April 15, 1976, Herb Schell (FHWA) and I inspected the subject structure. In the moveable span, the cover plates on the steel girder are bulged between the rivets because of the extensive corrosion between the plates. The edges of the cover plates have a scalloped appearance because of this bulging. These plates are structurally deficient and must be replaced. In some cases the heads of rivets have been completely eaten away by rust. The deck is deteriorated and needs replacement. The design of the deck is such that the top flange of the girder cannot be maintained. This has contributed to the structural defiency of the cover plates.

A project to replace the cover plates, paint the new plates, paint the old steel to match and replace the deck is being developed.

Herb Schell and I discussed the possibility of doing this repair work with federal-aid funds. From the tone of the discussion it appeared that such financing could be possible. Proper justification for such financing must accompany the request to FHWA.

RWE:dh

cc E. S. Hunter
H. A. Schell
L. W. Rulien
D. H. Moehring

RECEIVED
STATE HWY ENGR
APR 19 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1979 Rogue Valley Hwy. Pine 8879
St. Sec. in Central Pt. (Paving and
traffic signals)

RR 956 10-25-78
C^{c}A 6258 3-8-78

8879

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-211, 212, 213

PROJECT REPORT NUMBER

MODIFICATION NUMBER 4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-23-83

State Oregon

County Jackson

Project Number HHS-HES-37(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 22, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$148,182.00	$148,182.00
Federal funds	42,736.65 141 $ 90,626.64 145	24,132.22 141 $ 104,656.06 145 4,575.01 142
Other revisions		

This modification is made for the following reasons: to utilize balance of $4,575.01 in unobligated Appn Code 142 funds and $14,029.42 in Appn Code 145 funds and release Appn Code 141 funds to prevent lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of September, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XRX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon

Federal-Aid Project No. HHS-HES-37(3)

Rogue Valley Hwy. @ Pine St. (Central Point)
Rogue Valley Hwy.
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering All Required $ 13,250.00

Type Code ROW
Right-of-Way

Right-of-Way All Required $ 6,625.00

Type Code Y031
Traffic Signals (Sta. 584+73)

Total same as previous estimates of 3-14-79 & 9-28-81 $ 128,307.00

Length of Project 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	142	$ 5,083.35	$ 4,575.01	$ 508.34
P.E.	145	8,166.65	7,349.99	816.66
Right-of-Way	145	6,625.00	5,962.00	663.00
Signals	145	101,493.41	91,344.07	10,149.34
Signals	141	26,813.59	24,132.22	2,681.37
Total		$ 148,182.00	$ 133,363.29	$ 14,818.71

Group 1 100%
Contract No. 8879
Prefixes: 15-1944, 15-2521 & 15-1007

8879

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TO BE COMPLETED BY FHWA	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION**	State Oregon
MONTHLY TRANSACTION NUMBER 9-126 + 127		County Jackson
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-20-82	Project Number HHS-HES-37(3)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 22, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 148,182.00	$ 148,182.00
Federal funds	43,142.38 (141) $ 90,220.91 (145)	42,736.65 (141) $ 90,626.64 (145)
Other revisions		

This modification is made for the following reasons: to utilize balance of $405.73 in unobligated Appn Code 145 funds and release the same amount in Appn Code 141 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XRx For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Divis
Salem, Oregon September 15, 1982

Federal-Aid Project
No. HHS-HES-37(3)

Rogue Valley Hwy. @ Pine St. (Central Point)
Rogue Valley Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 13,250.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 6,625.00

Type Code YO31
Traffic Signals (Sta. 584+73)

Total the same as previous estimates of 3-14-79 & 9-28-81	$ 128,307.00

Length of Project ------- 0.0 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	145	$ 13,250.00	$ 11,925.00	$ 1,325.00
Right-of-Way	145	6,625.00	5,962.00	663.00
Signals	145	80,821.82	72,739.64	8,082.18
Signals	141	47,485.18	42,736.65	4,748.53
TOTAL		$ 148,182.00	$ 133,363.29	$ 14,818.71

Group 1 100%
Contract No. 8879
Prefix: 15-1944, 15-2521 & 15-1007

8879 STATE [illegible] 2,

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-384 & 9-385. PROJECT REPORT NUMBER MODIFICATION NUMBER 1	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-29-81	.ate Oregon County Jackson Project Number HHS-HES-37(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 22, 19 77,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 144,307.00	$ 148,182.00
	14,400.00(145)	90,220.91(145)
Federal funds	$ 115,476.00(141)	$ 43,142.88(141)
Other revisions		

This modification is made for the following reasons: To include increase in preliminary engineering and ROW costs and include increase in Appn Code 145, to utilize balance of funds subject to lapse on September 30, 1981.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of September, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con. File

Oregon State Highway Division
Salem, Oregon September 28, 1981

Federal Aid Project
No. HHS-HES-37(3)

Rogue Valley Hwy. @ Pine St. (Central Point)
Rogue Valley Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering All Required $13,250.00

Type Code R/W
Right-of-Way

Right-of-Way All Required $ 6,625.00

Type Code Y031
Traffic Signals (Sta. 584+73)

Total the same as previous estimate of March 14, 1979 $128,307.00

Length of Project ------------- 0.0 miles

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	(HHS-145)	$ 13,250.00	$ 11,925.00	$ 1,325.00
Right-of-Way	(HHS-145)	6,625.00	5,962.00	663.00
Signals	(HES-145)	80,371.01	72,333.91	8,037.10
Signals	(HES-141)	47,935.99	43,142.38	4,793.61
		$148,182.00	$133,363.29	$14,848.11

Group 1-100%
Contract No. 8879
Prefix: 15-1944
15-2521
15-1007

8879 8

State

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-84		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER	4-9-79	Project Number HHS-HES-37(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 22, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,750.00	$ 144,307.00
Federal funds	$ 3,375.00	$ 129,876.00
Other revisions		

This modification is made for the following reasons:

To add Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of April, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. file

Oregon State Highway Division
Salem, Oregon, March 14, 1979

Federal Aid Project
No. HHS-HES-37(3)

ROGUE VALLEY HWY. AT PINE ST. (CENTRAL POINT)
ROGUE VALLEY HIGHWAY
JACKSON COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 13,000.00

Type Code R/W

Right-of-Way	All Required		3,000.00

Type Code Y031
Traffic Signal (Sta. 584+73)

Mobilization	All Required		5,250.00
Temporary Protection and Direction of Traffic	All Required		3,078.00
Temporary Signs	251 Sq.Ft.	$ 4.59	1,152.09
Temporary Barricades	6 Each	91.83	550.98
Flagmen	200 Hour	20.00	4,000.00
Earthwork	All Required		5,169.00
Class "D" Asphalt Concrete	510 Ton	37.90	19,329.00
8-Inch Sewer Pipe	43 Lin.Ft.	17.23	740.89
Concrete Inlets, Type CG-1	5 Each	804.20	4,021.00
Concrete Walks	60 Sq.Yd.	20.10	1,206.00
Concrete Driveways	45 Sq.Yd.	22.97	1,033.65
Concrete Curbs	205 Lin.Ft.	6.89	1,412.45
Extra for Asphalt Approaches	1 Each	126.00	126.00
Adjusting Manholes	7 Each	344.71	2,412.97
Adjusting Inlets	5 Each	402.00	2,010.00
Capping Inlets	4 Each	344.75	1,379.00
Traffic Signal Installation, Complete	All Required		56,188.00
			$109,059.03

Anticipated-Items

Railroad Protective Cost	All Required		$ 1,600.00
Permanent Pavement Striping	All Required		1,400.00
			$ 3,000.00
	Subtotal		$112,059.03
	Engineering		15,247.97
	Engineering (Signal Controller Testing)		1,000.00
	Total		$128,307.00

Oregon State Highway Division
Salem, Oregon, March 14, 1979

Federal Aid Project
No. HHS-HES-37(3)

Length of Project 0.00 Mile

Retained in Program Status
(Not included in amounts below)

Railroad Interconnect Cost	All Required	$ 200.00

SUMMARY OF FUNDS (90%)

Description	Appropriation Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	(HHS-145)	$ 13,000.00	$ 11,700.00	$ 1,300.00
Right-of-Way	(HHS-145)	3,000.00	2,700.00	300.00
Signals	(HES-141)	128,307.00	115,476.00	12,831.00
Totals		$144,307.00	$129,876.00	$14,431.00

Group 1 - 100%
Contract No. 8879
Prefix No. 15-1944
Prefix No. 15-2521
Prefix No. 15-1007

STATE CO 8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
11-171

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

11-22-77

te Oregon
County Jackson
Project No. HHS-37(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, at Pine St. (Central Point)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-7-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS pro-rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$3,750	$3,375

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E G Hunter
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for G. L. Green

Date executed by Division Administrator NOV 22 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, Oregon November 15, 1977

Federal Aid Project
No. HHS-37(3)

Rogue Valley Hwy. @ Pine St. (Central Point) Section
Rogue Valley Hwy. in Jackson County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$3,750.00
	Total	$3,750.00

Length of Project - - - - - - - - 0.0 mile

SUMMARY OF FUNDS (90.00%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 3,750.00	$ 3,375.00	$ 375.00
Retain in Program			
Channelization & Traffic Signal	40,000.00	36,000.00	4,000.00
TOTAL	$43,750.00	$39,375.00	$4,375.00

Group 1 - 100%

Prefix 15-1944 P.E.

9279 rll

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HHS-HES-37(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
9-19-83

4. PROGRAM NO.

5. ITEM NO. 70597-4

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/19/83

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Primary 63

10. GENERAL LOCATION:
Rogue Valley at Pine Street (Central Point) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ xx OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 9/9/83 I approve the Program Change adding appropriation code 142 at no increase in funding.

RECEIVED
STATE HWY ENGR
SEP 26 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 9/24

14. DATE 9/19/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8877

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: September 9, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Program Change
Project No. HHS-HES-37(3)
Rogue Valley Hwy. @ Pine St. (Central Point) Sec.
Jackson County

I request your approval of a program change on the subject project to utilize Hazard Elimination Program funds (Appn Code 142) in the amount of $4,575.01, which was released by final vouchers, to supplement Appn Code 145 and 141 funds. This change is necessary to prevent lapse of Appn Code 142 funds and will not require a change in numbering.

Enclosed are copies of a revised project agreement estimate and modification of project agreement (PR-2A) which reflect the revised financing on the project.

I further request approval of the requested program change and enclosed modification of Project Agreement prior to September 30, 1983 to prevent lapse of funds.

CL:bkb
Enclosures

cc: R. Bladorn
J. Peterson
General Files

Form 734-3122

8979

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO 6-2

DATE: August 4, 1982

TO: Vern E. Skoog
Highway Controller

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Final Voucher Submission
Project No. HHS-HES-37(3)
Rogue Valley Hwy. @ Pine St. (Central Point) Sec.
Jackson County

As you are aware, unobligated balances of high hazard elimination funds (Appn Code 145) are subject to lapse on September 30 of each year. We currently have 5 active projects utilizing this appropriation code, and the subject project is the only remaining one jointly financed with other current appropriations.

To insure that there will be no loss of Federal funds it is imperative that we retain the subject project as the last project to be finaled. This will insure that all available Federal funds in appropriation code 145 are utilized.

CL:bkc

cc: Shirley Williams (FHWA)
General Files

Contains
Recycled
Materials
81-125-1307

8874

STATE COPY

cy: OSHD (H S Coulter)

4-7-82

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 4-5-82	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-HHS-37(3)
COMPLETION DATE 5-30-80	ACCEPTANCE DATE BY CONTRACT AGENCY 4-9-81	TIME ELAPSED 115 %	CONTRACT TIME 240 C.D.
APPROVED EXTENSIONS 3 C.D.	LOCATION SR-99 at Pine Street in City of Central Point, OR		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROGUE VALLEY HIGHWAY at PINE STREET
ROGUE VALLEY HIGHWAY
Paving and Traffic Signals

This project provided for the upgrading of an existing signalized intersection from a two phase to a three phase, construction of left turn channelization (including 1600 feet of roadside parking prohibition) and adjustment of utilities. A contract in the amount of $109,059.03 was awarded Hamilton Electric, Inc., Eugene, Oregon on 2-26-79. Work began on 5-1-79 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 5-30-80 at a final cost of $124,686.02 which includes $395.31 for force account work, $4,535.92 for anticipated items, $15,000.25 for construction engineering, and a credit of $3,500 for liquidated damages.

A total of 278 calendar days were used in completing the work as compared to 240 calendar days allowed under the contract. A 3 day time extension was approved on 9-2-80 (covering extra work under Price Agreements 1 and 2) leaving 35 calendar days for which liquidated damages in the amount of $3,500 was assessed. There were no major significant overruns or underruns of the contract items. Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

NOTED

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STATE HWY ENGR
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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4-7-82	TITLE Field Operations Engineer	DATE 4-7-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8879

L.

April 17, 1981

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 3
#8879

Gentlemen:

On April 13, 1981, we wrote to you concerning release of final payment on Contract No. 8879 awarded to Hamilton Electric, Inc. for paving and traffic signals on the Rogue Valley Highway at Pine St. in Central Point, Jackson County.

Final payment on this contract is $2,589.73 and the total contract amount is $105,149.85 including $395.31 for work performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

jas

cc: Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
A. Shirley

#8879 4-7-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr. (Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

C. T. Keasey

C. T. Keasey
Asst. State Highway Engineer

#9879

P

STATE COPY

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

cc: State (H S Coulter)

9-16-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 10	COUNTY 1	DIVISION Oregon
IN COMPANY WITH Jim Gix, OSHD			
DATE OF INSPECTION 9-16-80	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HHS-37(3)
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 115 %	WORK COMPLETED 100 %

ROGUE VALLEY HWY. @ PINE ST. (CENTRAL POINT)
ROGUE VALLEY HWY.
Paving & Traffic Signals

Scope of Inspection

The completed project was reviewed in the field.

Project Description

Project involved construction of a 3-phase traffic signal at subject intersection. In addition, paving and curb reconstruction was required to provide proper channelization for the intersection.

Project Time

The contract allowed 240 calendar days. The contractor used 278 calendar days to complete the work. The contractor requested a 38-day time extension due to alleged delays and receiving materials. The State denied 35 days of his request and granted him a 3-day extension leaving 35 days to be charged liquidated damages. It is possible the contractor will again request a time extension with more documentation.

General Comments

The contract appears to have been constructed in substantial conformance with contract requirements. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
OCT 15 '80
REFER TO
Heasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10-15
cy

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8879 3

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rogue Valley Hwy@Pine St (Central Point)

WEEK ENDING: Sept 6, 1980

SECTION PREFIX: 15-1007

HIGHWAY: Rogue Valley

COUNTY: Jackson

NAME OF JOB: Rogue Valley Hwy@Pine St

KIND OF WORK: Traffic Signals

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 8879

FEDERAL AID PROJECT NUMBER: HES-37(3)

DATE OF CONTRACT: February 26, 1979

DATE WORK STARTED: May 1, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 240

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 278

PERCENT OF TIME ELAPSED: 116

PROJECT AUTHORIZATION: $128,549.00

EXCLUSIVE OF ENGINEERING: $118,355.69

ENGINEERING AUTHORIZATION: $10,193.31

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $110,352.20

ENGINEERING COST TO DATE: $15,760.16

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT XXXXXXX UNDERRUN: 7

PERCENT OF AUTHORIZATION: 155 %

DATE PROJECT WAS COMPLETED: May 30, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 8 1980
CONSTRUCTION BRANCH

Keasey KJ
Jackmond
Hopkins
Williams
Johnsen
Glaze
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on May 30,1980 and a semi-final estimate is being prepared in this office.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GR BOTH ARE INVOLVED SUBMIT 3 COPIES

8879

P

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 2, 1980

In Reply Refer to
File No. CON 5 #8879

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

NOTED
H.S. COULTER

Re: Request for Time Extension
Rogue Valley Hwy. @ Pine Street
FAP No. HES-37(3)
Contract No. 8879

Gentlemen:

Your request for an additional 38 calendar days in which to complete the above contract has been carefully reviewed. A contract time extension of three calendar days is granted due to extra work performed under Price Agreements 1 and 2.

The delay in control equipment delivery due to a claimed "shortage" of materials is not adequately supported. The statement by your supplier, Automatic Signal, that "one printed circuit board and chassis for the preemptor were delivered late by our vendor" does not demonstrate a material shortage but simply late delivery. Late delivery of materials is not a "bona fide" reason beyond the control of the contractor and additional contract time is not granted for late materials delivery.

Should you wish to provide additional data or to review this matter further, please contact Resident Engineer Maude.

Sincerely,

O. B. Jackmond

For C. T. Keasey
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 4'80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cc: H. S. Coulter
Alfred Shirley (w/att.)
William Maude "
FHWA "
Robert Church

Form 734-3122

#8879 5-14-77 9

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: S-HES-37(4)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70597-4

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Oregon
Salem, Oregon

Received 5/16/79 orig to Moehring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10-25-78	4-25-79	Primary 37 Primary 63

GENERAL LOCATION:
Rogue Valley Highway at Pine St. (Central Point)

GENERAL DESCRIPTION OF WORK:
Railroad Interconnect Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 4-25-79, as requested in Mr. Keasy's letter of 5-7-79 as being in the public interest for the use of Railroad Forces to proceed with the above work. State Force Order No. 2 representing work done by Southern Pacific Railroad Company is approved for TEC NTE $200, Federal Funds $180.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-79	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-651-000

5579

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-13-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. See below

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. ---

RECEIVED
STATE HWY ENGR
MAR 19'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] 3-1

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-31-79

FEDERAL ROUTE NUMBER Primary 37

STATE ROUTE NUMBER Primary 63

GENERAL LOCATION:
See below

GENERAL DESCRIPTION OF WORK:
Add prefix letters for joint funded projects.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 13, 1979, I approve the following program change as follows:

From	To	Section
HHS-37(3)	HHS-HES-37(3)	Rogue Valley Hwy. @ Pine St.
HHS-37(4)	HHS-HES-37(4)	Rogue Valley Hwy. @ Charlotte Ann Road

The above prefix change is approved effective January 31, 1979 to agree with date of approval of Appropriation Code change.

DATE 3-13-79

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

December [illegible], 1978

Salem, OR. 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Railroad Status Report
January 25, 1979 Letting

TO: D. H. Moehring
Project Management Engineer

BUILDING

The status of negotiation with railroads on two Federal Aid projects on the January 25, 1979 letting are as follows:

TUALATIN VALLEY HIGHWAY AT S. W. 170th AVENUE,
Tualatin Valley Highway, Washington County

This is a traffic signal installation. The Southern Pacific Transportation Company is involved inasmuch as traffic signals are to be interconnected with the railroad track circuitry. The Southern Pacific Transportation Company will be reimbursed for their efforts in making the connection. The estimated cost is $200. The railroad protective costs for this project are estimated to be $1,200. A pipeline permit has been obtained from Southern Pacific Transportation Company to cross under the tracks with a signal conduit. It does not appear at this time that the railroad involvement will cause any problems to the letting of this contract.

ROGUE VALLEY HIGHWAY AT PINE STREET (CENTRAL POINT),
Rogue Valley Highway, Jackson County

This is basically a traffic signal installation. The Southern Pacific Transportation Company is involved inasmuch as traffic signals are to be interconnected with the railroad track circuitry. The Southern Pacific Transportation Company will be reimbursed for their efforts in making the connection. The estimated cost is $200. The railroad protective costs for this project are estimated to be $1,600. A pipeline permit to cross under the tracks for the signal conduit has been obtained from the Southern Pacific Transportation Company.

We have also obtained two small permanent easements of 150 square feet each in which to locate revised signal poles. The two permanent easements cost a total of $250.

It does not appear at this time that the railroad involvement will cause any problems with the letting of this contract.

I certify to the best of my knowledge that the above statements are correct in regard to railroad negotiations on this project.

RDT/seb
cc: J. H. Versteeg D. E. Swan (3)
Jack Sullivan E. L. Johnsen

PROJECT MANAGEMENT
CCE ☐
FAE ☒
DEC 11 1978

Contr. 8879
Rogue Valley Hwy. @ Pine St.

ENGINEERS NARRATIVE

On February 26,1979, contract 8879 was awarded to Hamilton Electric, Inc. for construction of traffic signals at the intersection of the Rogue Valley Highway at Pine Street in the city of Central Point. A preconstruction conference was held on May 8,1979.

SIGNALS: Work began on the signal installation on May 17,1979 and was completed on December 11, 1979 with the exception of checking the resistance on one of the loops. The installation was smooth, although one price agreement was written to pay for removing an existing sign footing which was in the way of a pole footing. The contractor used a two man crew on the signal work. The two men work well together and with the State as they have done almost all of the contractors work in this area. A crew from C-2 Construction and one from Brothers Concrete Cutting were subcontracted to help with the installation.

ROADWORK: M.C.Lininger and Sons,Inc. a subcontractor began work on October 15,1979. The existing curb radius's were removed by them and then repoured by Accu-Curb, a sub-subcontractor. They also poured driveways and sidewalks on the project. There were extensive changes in the drainage. The plans called for the inlets to drain into a city sanitary sewer. The revisions allowed the inlets to empty into a storm sewer system on the Rogue Valley Highway. This caused an overrun in the plan quantities for the pipe. Three inlets were removed and replaced with four way connectors in lieu of being capped. This work was paid for under price agreement number two. All of the roadwork went smoothly and was completed with the exception of the final paving on November 13,1979. It was decided to hold off on the paving until more suitable weather, as the plans called for a Class D mix of only three quarters of an inch depth. An attempt was made to modify the contract to allow a heavier overlay of Class B mix but funding was not available. However, an extra work order was written to remove the worst rutting prior to paving. The project was paved on May 22 and 23, 1980 and manholes were adjusted and the project completed on May 30,1980.

STATE FORCE ORDERS: There were five orders written on this project. Numbers one and two were for railroad protection and the cost of connecting the railroad signal equipment to the new signal installation. State force orders three and four were for controller testing and permanent pavement striping. Order number five was to install NO PARKING signs on the Rogue Valley Highway.

The project used a total of 278 calendar days which was an overrun of 38 days or 116%. The contractor will submit a request for a time extension based on a late arrival of materials.

The finished project has improved the intersection by the addition of the left turn lanes and the expanded radius's on the corners.

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss (Do) File Copy Due
BY FINAL DESIGN ENGINEER
Prepare Ltr of acknowledgement

1 Versteeg ✓
Anderson
2 Christensen Doe
Olson
AB Sullivan copy
Terpin
Trout
Wakorlig

RECEIVED
OCT 30 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:Rogue Valley Hwy @ Pine St
Highway:Rogue Valley
County:Jackson

Contract No. 8879
Prefix: 15-1007
F.A.No. HES-37(3)

Item No.	Item	Unit	Original	Semifinal	+or-
	SUMMARY				
	Bid Items	$	109,059.03	107,149.89	-2
	Anticipated Items	$	4,200.00	5,011.00	+19
	Price Agreements	$		1,154.55	
	E.W.O.s(Unanticipated)	$		395.31	
	Liquidated Damages	$		-3,800.00	
	Contingincies	$	5,096.66		
	Engineering	$	10,193.31	15,793.42	+55
	Total	$	128,549.00	125,704.17	-2

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	+or-
B.I.5.	Flagmen	Hour	200	52	-74

The contractors work methods were such that little flagging was required for the signal installation. Flagmen were used to a greater extent on the paving portion however. The contract quantity was not required.

Item No.	Item	Unit	Original	Semifinal	+or-
B.I.8.	8-Inch Sewer Pipe	Lin.Foot	43	140	+226

Extra runs of pipe were required to connect the system with existing drainage on the Rogue Valley Highway rather than hook into the city sanitary sewer as called for by the plans.

Item No.	Item	Unit	Original	Semifinal	+or-
B.I.15.	Adjusting Inlets	Each	5	0	-100

The existing inlets were already too high and there was no need to adjust them after the project was paved.

Item No.	Item	Unit	Original	Semifinal	+or-
B.I.16.	Capping Inlets	Each	4	1	-75

Under price agreement no.2, the inlets to be capped were removed and replaced with tee connections. This price agreement also documented the increase in bid item 8 and paid for other drainage revisions.

8879

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-25-78

FEDERAL AID PROJECT NO. HHS-37(3)	**STATE PROJECT NO.** See below	**COUNTY NAME** Jackson
FROM: G. L. Green, Division Administrator Salem, Oregon	**PROGRAM NO.**	**ITEM NO.** 70597-4
PROGRAM STAGE (Check) ☐ 1. ☐ 2.		

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 10-25-78	**DATE AUTHORIZATION EFFECTIVE** 10-25-78	**FEDERAL ROUTE NUMBER** Primary 37 **STATE ROUTE NUMBER** Primary 63

GENERAL LOCATION:

Rogue Valley Hwy. at Pine St. (Central Point)

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Railroad Protective Service $1,600.
Permanent Pavement Striping (S.F.) $1,200.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10-23-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $105,100 - Federal Funds $94,590.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

Swan
[illegible]
12-22

DATE 10-25-78	**SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner	**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1879

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

ROW 18-2

October 25, 1978

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Attention R. L. Johnston

#[redacted]6

RAILROAD COMPANIES
FILE No. 956

Rogue Valley Highway at Pine Street
(Central Point) Section
Rogue Valley Highway
Jackson County
Right-of-Way File 50128

Dear Dick:

Returned herewith are the following fully executed documents:

1. An Indenture covering the installation of conduit to accommodate railroad preemption at the subject location.

2. An Agreement by which we acquire two small permanent easements of 150 square feet each at a total cost of $250.00.

Also attached is a voucher for the $250.00 charge for the permanent easements. If you would have the voucher signed and returned to me, we will transmit the appropriate warrant.

Thank you, Dick, for your cooperation in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosures
bc: G. L. Green - w/copies
J. H. Versteeg - w/copies
✓C. W. Head - w/originals
C. T. Keasey - w/copies
J. L. Sollis
J. B. Boyd - w/copies
V. E. Skoog - w/copies
D. E. Swan - w/2 copies
Alfred Shirley - w/2 copies

Q oct 23-78

[illegible]

11-21-78
noted in
agree. book
Gn

Form 81-734 3123

8879 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon DOT- Hwy Division

PROJECT TITLE: Rogue Valley Hwy At Pine St.

DATE: April 25, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 3 Eng.: A. Shirley
Dist. 8 Eng: Thornton
Aeronautics Division
B. L. Gifford
D. E. Swan
G. W. Wimer

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
MAY - 4 '78
REFER TO
FOR 22-75
Info
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
MAR 28 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW SALEM

Project #: 7803 [illegible] Due Date: APR 21 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Mel Lucas

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the **City of Central Point** comprehensive plan and efforts to update the plan (i.e. the **cities** compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals

#12 Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

4/11/78

ph

8779

9

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 22, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, OR 97501

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 8
Section: Rogue Valley Hwy. @ Pine St. (Central Point)
Highway: Rogue Valley Hwy., Central Point
County: Jackson

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 22, 1978.

BLG: dmc

Attachment

cc: **G. L. Green** ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 3: A. Shirley, Jr.
District 8: G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAR 23 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378 — 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Rogue Valley Highway @ Pine St. (Central Point)		
11	12] PROJECT LOCATION—CITY Rogue Valley Hwy. Central Point	PROJECT LOCATION—COUNTY Jackson	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project would change the present two-phase signal to a fully actuated five-

06 12] phase operation. Also included in the proposal are provisions for left-turn [71

07 12] channelization, increasing radii on curb returns, and moving signal support poles [71

08 12] farther back from the curbs. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
40,500	--	4,500	--	--	45,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: March 22, 1978

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 April 43] DAY [44 22 45] YEAR [46 1978

ADD ONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 22, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

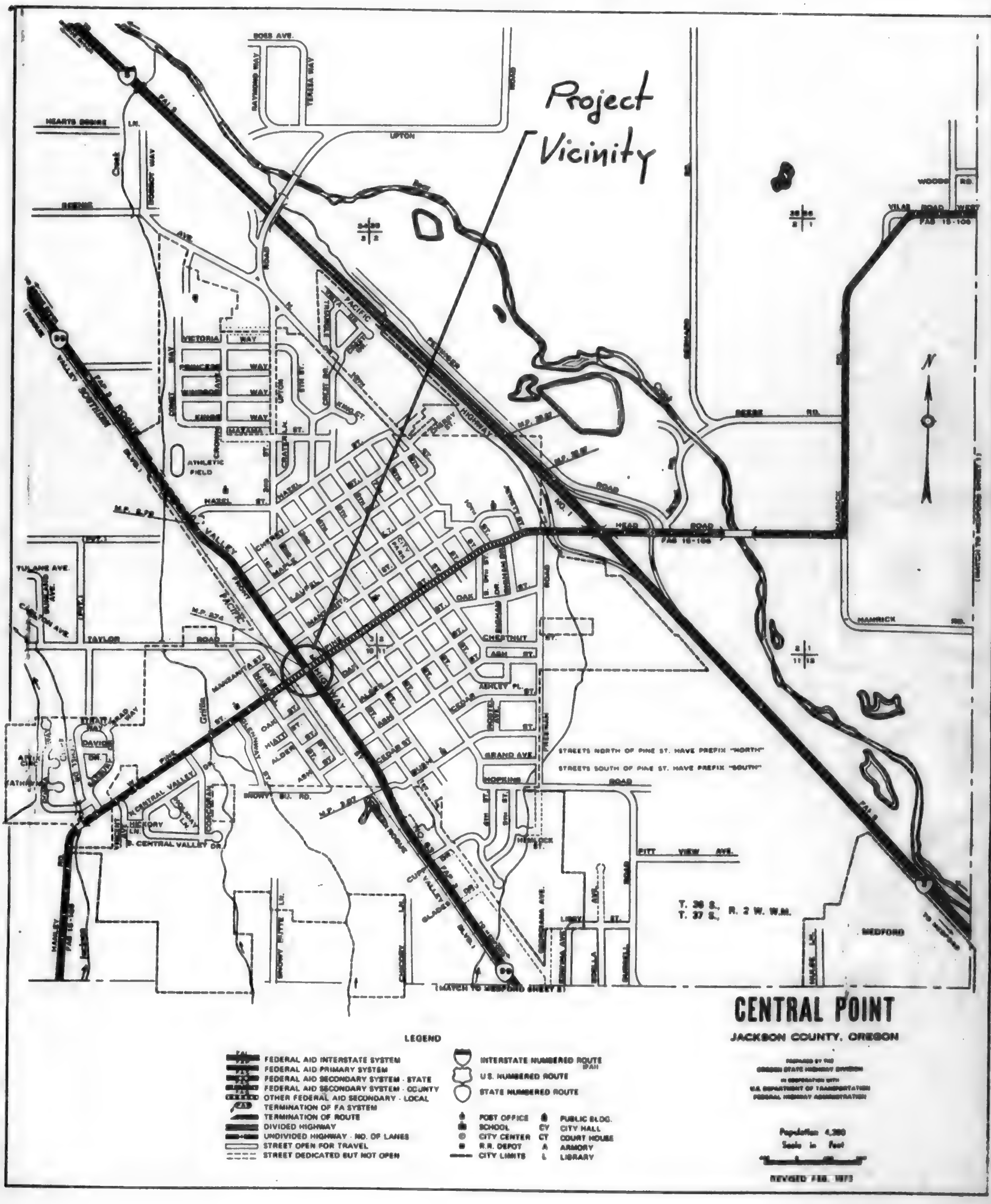
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

Project
Vicinity
HEARTS DESIRE
UPTON
SCENIC
TAYLOR
ROAD
VICTORIA
PRINCESS
WAY
ATHLETIC FIELD
HAZEL ST.
PINE
CHESTNUT
ASH ST.
ASHLEY PL.
GRAND AVE.
HOPKINS
MANZANITA ST.
CENTRAL VALLEY DR.
HICKORY LN.
TULANE AVE.
BEEBE RD.
HEAD ROAD
FAS 15-106
HAMRICK RD.
VILAS ROAD
WOODS RD.
PITT VIEW AVE.
PACIFIC HIGHWAY
FRONT
VALLEY
M.P. 5.79
M.P. 5.74
M.P. 5.57
STREETS NORTH OF PINE ST. HAVE PREFIX "NORTH"
STREETS SOUTH OF PINE ST. HAVE PREFIX "SOUTH"
T. 36 S.
T. 37 S.
R. 2 W. W.M.
MEDFORD
N
(MATCH TO MEDFORD SHEET 2)
CENTRAL POINT
JACKSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,380
Scale in Feet
REVISED FEB. 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

8879

8

March 8, 1978

City of Central Point
City Hall
Central Point, OR 97502

Attention: Betty Anders
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6258

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Rogue Valley Highway at Pine Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
47277	Mahaffey, John F. and Linda Pickett, Norman D. and Roberta	$ 3,250.00
49314	Hunter, Ronald G. and Darlene J.	3,000.00
49690	Acord, Donald L. and Helen L. Intenzo, Joseph L. and Connie Joe	1,300.00
49751	Wilson, Thomas K. and Jean A.	1,150.00
49792	Crown Zellerbach Corporation	1,550.00
50115	Johnson, William and Marcelle E.	100.00
	6 Transactions	$ 10,350.00

(2) Agreement with City of Central Point covering installation of traffic signals on the Rogue Valley Highway at Pine Street. The State will design, install and maintain the signal equipment utilizing Title II Safety Funds. The City has agreed to pay all costs of electrical energy consumed in operation of the signals. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 1 day of March, 1978

Glenn L Jackson

Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 2-24-78

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2-27-78

8879 5-7-77 8

U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AID PROJECT NO. HHS-37(3)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70597-4

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-7-77

FEDERAL ROUTE NUMBER Primary 37

STATE ROUTE NUMBER Primary 63

GENERAL LOCATION:

"Rogue Valley Hwy. at Pine St. (Central Point) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION including utility preparatory work
TEC not to exceed $3,750 - FF $3,375
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4-27-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also as requested in Mr. Swan's 4-27-77 letter, you are authorized to proceed with the work as shown above.

DATE 5-7-77

SIGNATURE OF APPROVING OFFICIAL G.K. Hoss

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8279

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
March 24, 1977
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Rogue Valley Hwy. (ORE99) @
Pine St. (Central Point)
Title II, Section 209
Jackson County

The proposed project is basically an upgrading of an existing signalized intersection. The project would change the present two phases to three, double the signal heads, and go to 12" red indicators. Also included in the proposal would be provisions for left-turn channelization (including 1,600' of roadside parking prohibition), increasing radii on curb returns, and moving signal support poles farther back from the curbs.

Project costs are estimated at $20,000 with the use of state forces. The project has a favorable cost/benefit ratio.

The only aspect of the project which could reasonably be expected to have negative ramifications is the parking prohibition. This is not expected to be a problem, however, since only minimal demand has been observed for such parking. Furthermore, all commercial establishments appear to have adequate off-street parking, and additional public parking is available on nearby side streets.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required and that this project is of a type for which the Statewide Assessment on Safety projects is applicable. The Statewide Assessment classifies this project as Non-Major.

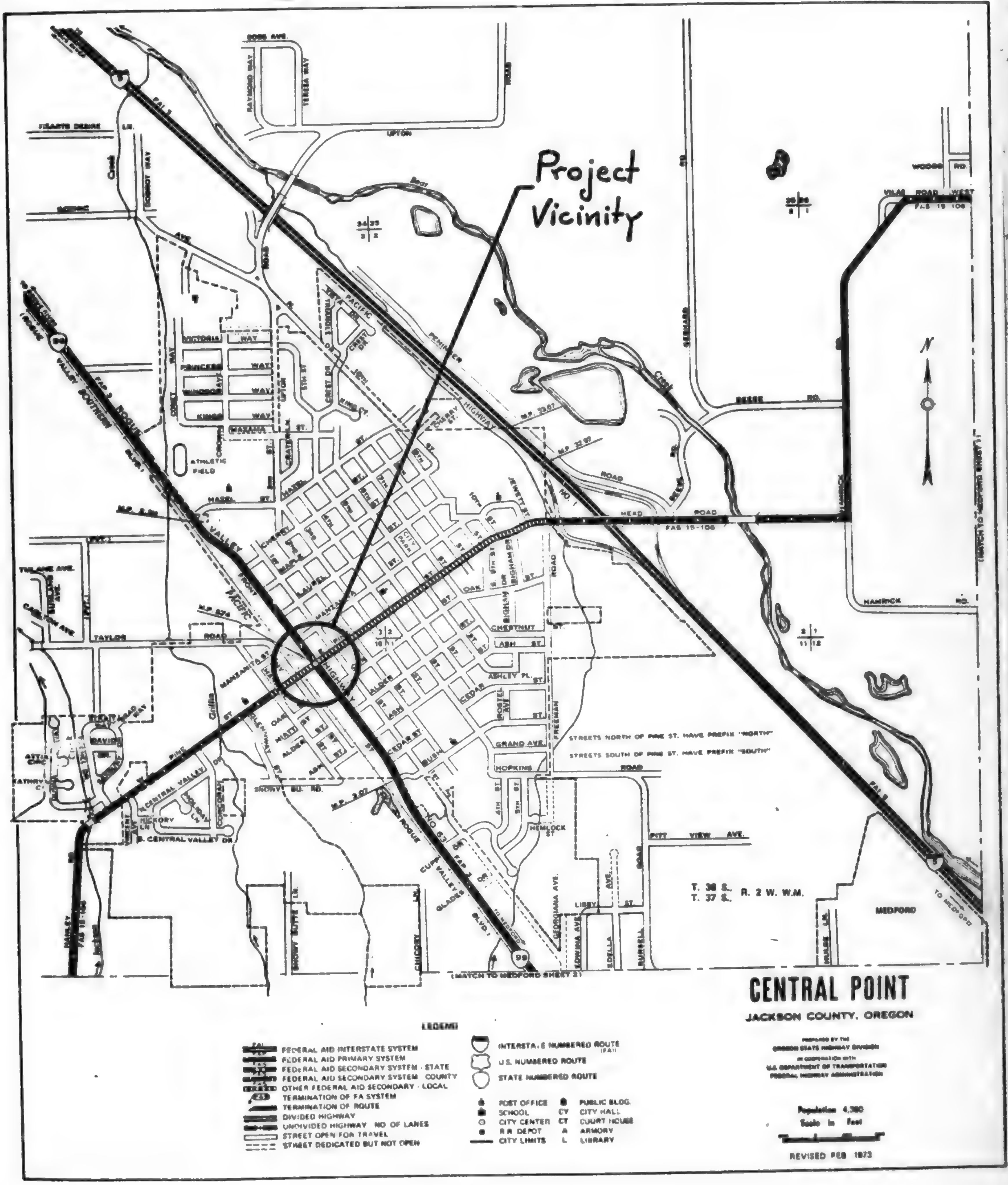
GAP:cjh

Attachment

cc: E. S. Hunter w/attach ✓
Alfred Shirley, Jr. w/attach
Eb Engelmann w/attach
L. E. George w/attach
Bill Kappus-FHWA w/attach

RECEIVED
STATE HWY ENGR
MAR 25 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File


Project Vicinity
(MATCH TO MEDFORD SHEET 2)
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
STREETS NORTH OF PINE ST. HAVE PREFIX "NORTH"
STREETS SOUTH OF PINE ST. HAVE PREFIX "SOUTH"
T. 36 S.
T. 37 S.
R. 2 W. W.M.
MEDFORD
TO MEDFORD
PINE ST.
FRONT
HIGHWAY
TAYLOR ROAD
HEAD ROAD
BEEBE RD.
HAMRICK RD.
VILAS ROAD WEST
UPTON
SCENIC AVE.
HAZEL ST.
MANZANITA ST.
CHESTNUT ST.
ASH ST.
ASHLEY PL.
GRAND AVE.
HOPKINS ROAD
FREEMAN ROAD
PITT VIEW AVE.
CENTRAL VALLEY DR.
CUPP VALLEY BLVD.
ROGUE VALLEY
ATHLETIC FIELD
CITY PARK
FAS 15-106
N

CENTRAL POINT

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,380
Scale in Feet

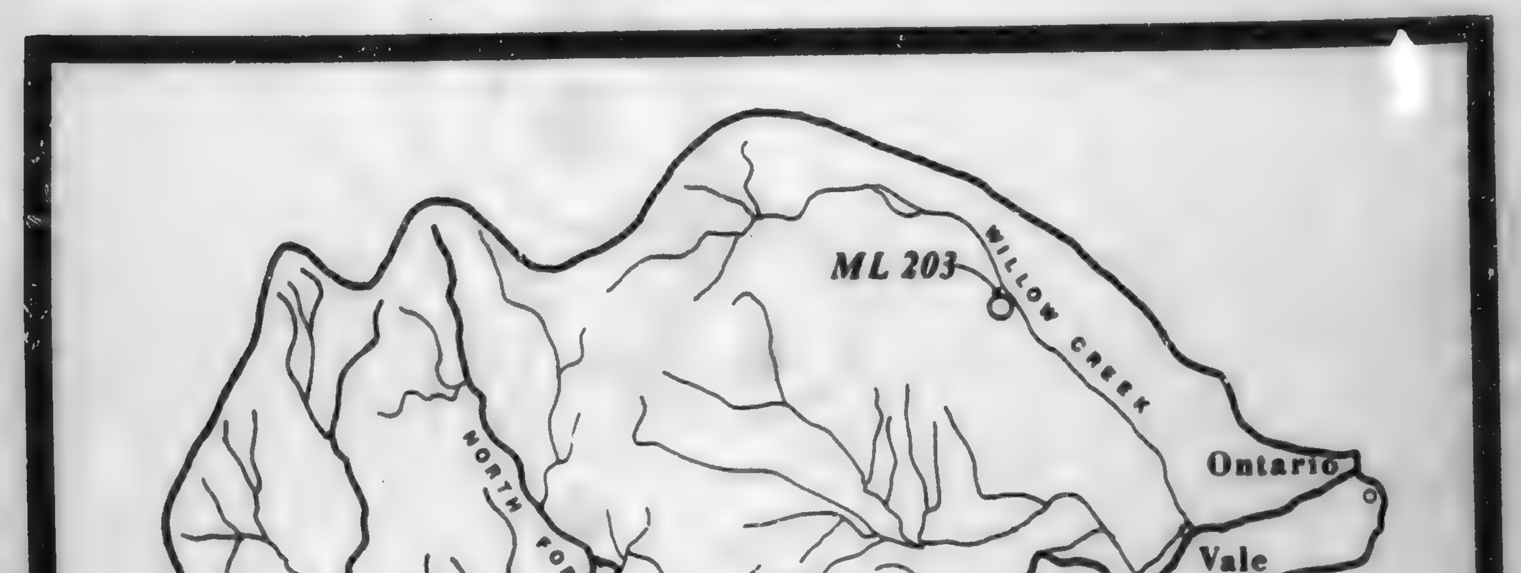
REVISED FEB 1973

1979 Brogan Hill-Brogan Sec. 8880
of John Day Hwy. NW of Vale.
(Grade, pave & structure)

3-31-86 General Files

Archaeological Investigations at the Canyon Creek Site (35ML203), Malheur County, Oregon

by Richard M. Pettigrew and Robert L. Spear



ML 203
WILLOW CREEK
Ontario
Vale
NORTH FORK
MALHEUR RIVER
SOUTH FORK
Malheur River Basin
0 10 20 30 Miles
0 20 40 Km
N

NOTED
E. S. HUNTER

RECEIVED
JUL 11 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OSMA Field Project Report 86-1

1986

ARCHAEOLOGICAL INVESTIGATIONS AT THE CANYON CREEK SITE (35ML203), MALHEUR COUNTY, OREGON

by contract between

Oregon Department of Transportation
Highway Division

and

University of Oregon
Oregon State Museum of Anthropology

by

Richard M. Pettigrew and Robert L. Spear
Oregon State Museum of Anthropology
Eugene, Oregon
March 31, 1986

OSMA Field Project Report 86-1

ACKNOWLEDGMENTS

This is the final report to the Highway Division, Oregon Department of Transportation, of mitigative archaeological excavations at the Canyon Creek Site (35ML203) in the Brogan Hill-Brogan Section of the John Day Highway, Malheur County, by the Oregon State Museum of Anthropology (OSMA), University of Oregon. The report is one of a series concerning projects done by contractual agreement between OSMA and the Highway Division, but has been produced not simply to satisfy contractual obligations. The site has given us a rare opportunity to study in detail a part of the prehistoric cultural record of the Malheur River drainage area, where little archaeological information has been available before. We are grateful to the Highway Division for their support in our continuing research efforts directed at proposed highway construction areas. Through their cooperation and encouragement, the Highway Division continues to enrich the lives of modern Oregonians by expanding knowledge of the lives of our prehistoric antecedents.

Many individuals were responsible in part for the creation of this report. Our thanks go to the crew members who were with us in the field: Christy McMannis, Becky Saleeby and Lee Spencer. The resident engineer for the highway project, Mr. Frank Burnett, was very helpful in providing mapping, background, and other assistance whenever needed. Laboratory work was performed quite ably by Jim Farwell, Becky Saleeby and Mary Shideler. Jim Farwell also drafted the maps and carried out the computerized co-occurrence analysis. The figures were produced by the University of Oregon Instructional Media Center. The faunal identifications were done by Ruth Greenspan. Joann Brady typed the final draft.

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ARCHAEOLOGICAL BACKGROUND. 4

SITE EXCAVATION. 5

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INTRODUCTION

This Phase III report deals with the single significant archaeological site (35ML203) located during the survey of the Brogan Hill-Brogan Section of the John Day Highway, Malheur County, Oregon. This research was undertaken through a contract between the Highway Division of the State of Oregon Department of Transportation and the University of Oregon Museum of Natural History (MNH). This contract is now administered by the Oregon State Museum of Anthropology (OSMA), University of Oregon. The goal of this project was to recover a representative sample of the archaeological record buried at the site.

The Principal Investigator for the project at the time of the field work was David L. Cole, Curator of Anthropology, MNH; at the time of this report the Principal Investigator is Dr. Don E. Dummond, Director, OSMA. The field work was planned and directed by Dr. Richard M. Pettigrew, who is also responsible for the laboratory analysis. The report preparation was the work of Dr. Pettigrew and Graduate Research Assistant Robert L. Spear.

The initial Phase I survey of the project area was carried out by Dr. Pettigrew during November 14-16, 1977. This resulted in the discovery of two potential archaeological sites. Further testing (Phase II) was carried out during November 29-December 1, 1977, by Dr. Pettigrew and graduate student assistant Lee Spencer. This testing indicated that only one site (35ML203, the Canyon Creek Site) was of archaeological significance (Pettigrew and Cole 1978).

Full scale archaeological sampling (Phase III) of site ML203 was completed during March 18-26, 1978 by a crew of four people (Christy McMannis, Becky Saleeby, Robert L. Spear and Lee Spencer) under the direction of Dr. Pettigrew.

The cultural debris recovered during this project has been labeled and analyzed and is now permanently stored at the Oregon State Museum of Anthropology, University of Oregon, Eugene, Oregon, under accession number 592.

THE SETTING

The proposed highway project was to widen the John Day Highway and straighten the curves for 7.9 miles between milepost 246.7 (Highway Station 68 + 31.55) and 254.6 (Station 481 + 65.00). This section extends from the summit of Brogan Hill on the west to a point within the community of Brogan on the east, and is located in sections 12 and 13, T25S, R40E; and sections 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, and 25, T15S., R41E, Will. Mer., at an elevation ranging from 2,610 to 3,983 feet (796 to 1214 m) above mean sea level (see Map 1).

The western four and one-half miles (7 km) of the project area is in the canyon of Canyon Creek, in terrain composed of low, well-rounded

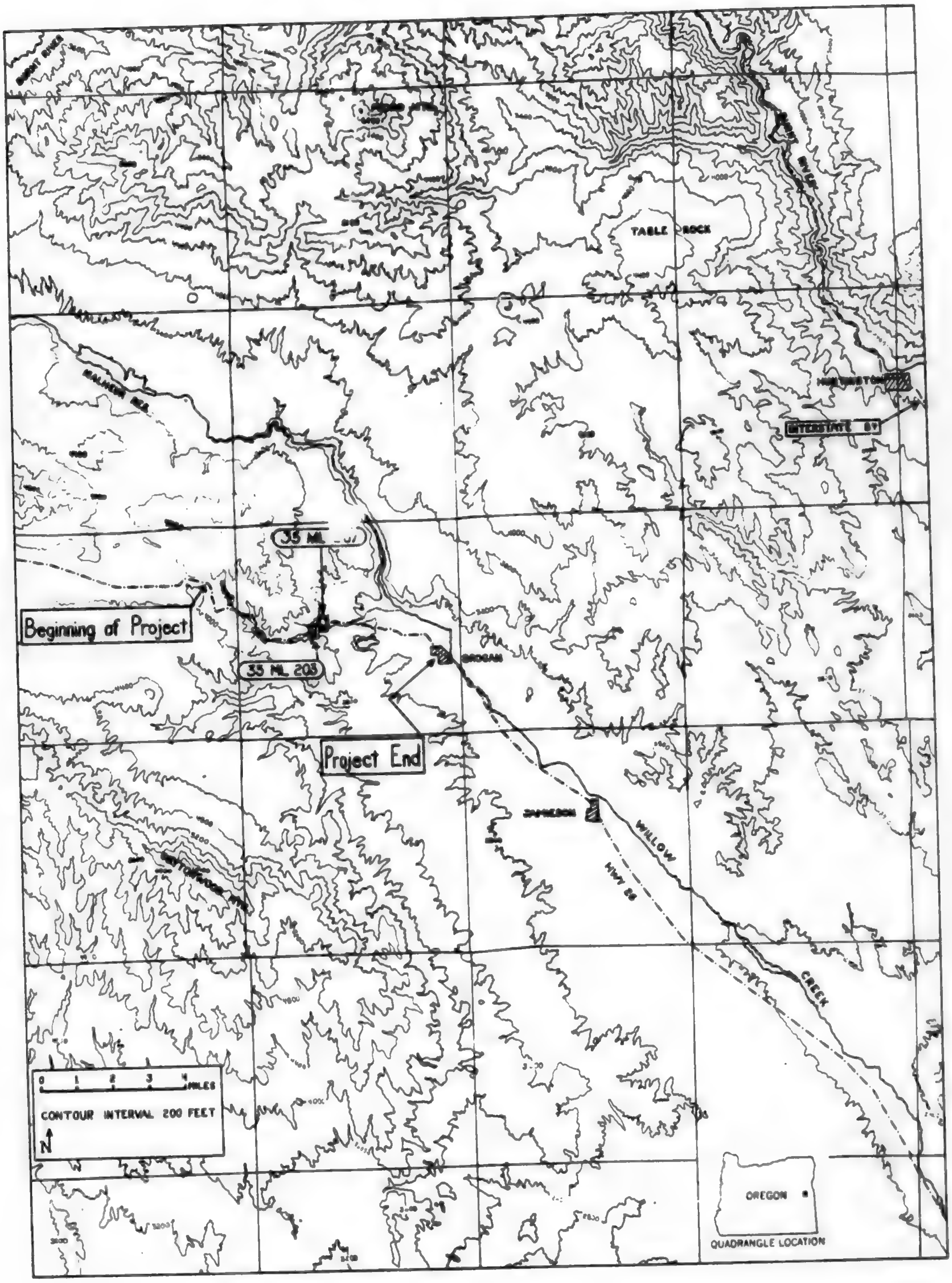


TABLE ROCK
HUNTINGTON
INTERSTATE 84
35 ML
Beginning of Project
35 ML 203
BROGAN
Project End
JAMIESON
WILLOW
CREEK
HWY 26
0 1 2 3 4 MILES
CONTOUR INTERVAL 200 FEET
N
OREGON
QUADRANGLE LOCATION

Map 1. Project Location.

hills of pre-Tertiary, variably metamorphosed shales, sandstones, greenstones, and tuffs. In the westernmost mile, the canyon is quite narrow, and flat places, where sites might be expected, are very infrequent. The canyon bottom widens to the east, and the highway in the eastern three and one-half miles (5.6 km) of the project area leaves the drainage area of Canyon Creek and crosses more level terrain underlain by Tertiary lake-bed and Pleistocene-to-recent stream and glacial deposits adjacent to the modern floodplain of Willow Creek (Oregon State Highway Division 1975: 4).

Canyon Creek is a tributary of Willow Creek, a major tributary of the Malheur River. The climate of the Malheur River Basin is arid, with less than 30 cm of annual precipitation, and continental, with extremes of temperatures ranging from a January mean of about minus 10°C to a July mean of about 32°C. This climate has resulted in a vegetational regime termed Shrub-Steppe by Franklin and Dyrness (1973:40-41, 44-45, 234-42), dominated by desert shrubs such as sagebrush, and by grasses. The natural trees in the project area are mostly riparian.

The only large game mammals inhabiting the area at present are deer and antelope (Oregon State Highway Division 1975:4). Bison and rimrock sheep were also residents in late prehistoric and early historic time (Bailey 1936:57-61, 64-70). These four species probably were prey for aboriginal hunters in the vicinity.

Salmon reportedly have never run in Willow Creek (Thompson and Fortune 1967), though they once ran in the main stem of the Malheur River.

ETHNOGRAPHIC BACKGROUND

It is not entirely clear who were the aboriginal inhabitants of the Willow Creek Valley at the time of contact, since there are few reliable reports of the area from the contact period. An important source of ethnographic information regarding Northern Paiute bands is Stewart (1939:132-33), who places the boundary between the Wadatoka, a Northern Paiute band, and the Cayuse, whose main wintering grounds were on the upper Umatilla and Walla Walla Rivers, in the vicinity of upper Willow Creek. According to Ray and others (1938:388), the Northern Paiute in the eighteenth century held all the territory of the Malheur River drainage as well as the drainages of the Burnt and Powder rivers to the north. Suphan (1974:157) believes that much of the upper John Day and Malheur rivers were jointly used by both Plateau (including Cayuse, Umatilla, Warm Springs, and Columbia River Indians) and Northern Paiute (Wadatoka) groups.

No ethnographic information is available relating specifically to the drainage area of Willow Creek. Although the absence of salmon runs might make it seem unlikely that a group with a Plateau-like subsistence pattern would have lived there, we cannot be sure that salmon have always been absent, and even when they were not available the Willow Creek Valley could have been used by Plateau-like groups based on the

Malheur River, where such people have been hypothesized (Pettigrew 1979:55-59) to have lived.

ARCHAEOLOGICAL BACKGROUND

Although Willow Creek Valley may have been inhabited by groups of Northern Paiute at the time of contact, many scholars believe that the Northern Paiute migrated into Oregon from the south, approximately 1000 years ago, from somewhere in southeastern California or Arizona (Lamb 1958, Gunnerson 1962, Hopkins 1965, Goss 1968, Bettinger and Baumhoff 1982). This interpretation is based primarily on the estimated time of divergence of Northern Paiute from the other Numic languages (Ute-Chemehuevi and Shoshone) (Hale 1958).

There has not been enough archaeological field work in the Malheur River Basin to test this hypothesis, however. The first archaeological survey in the basin was by the Smithsonian Institution River Basins Surveys in 1948 at the proposed Bully Creek Reservoir west of Vale, Oregon, resulting in the discovery of three small sites (Osborne 1948). The Museum of Natural History surveyed the same area again in 1961, and two additional sites were found (Cole 1961). Portland State College in a survey of an expanded project area found five more sites, and excavated six sites in the project area, all of which were interpreted as flaking stations and hunting camp sites used within the last 1000 years by groups of Northern Paiute (Newman 1964).

More recent surveys in the basin include two separate investigations of a proposed geothermal leasing area owned by the Bureau of Land Management, by Mack (1975) and by Rubelmann (1975).

The first site excavated in the basin was Juntura Cave (35ML2), located three miles northeast of Juntura on the Malheur River. This University of Oregon excavation recovered a very small sample of artifacts, interpreted to indicate that the site was used first between 7500 and 4000 BP, and only sporadically since then (Wells 1959). The Moore Ranch Site (35ML66), four miles west of Vale, was excavated by a field training class in archaeology from Treasure Valley Community College (Long 1974). A large sample of projectile points and grinding stones was recovered from the site, but little interpretation was attempted in the report. Nearly all of the projectile points illustrated, however, have broad necks, suggesting that the site may be older than 2000 years.

The only other previously reported excavation from Oregon near the project area was carried out on the western edge of the basin at Stinkingwater Pass (Pettigrew 1979). Here Pettigrew investigated ten sites through surface collection and excavation. He proposed that the pass area was exploited by two separate aboriginal groups that used different adaptive strategies. Pettigrew suggests that people from the Harney Basin made use of the pass area while following a Great Basin-like subsistence pattern. The second aboriginal group entered Stinkingwater Pass from the Malheur River Valley and are felt to have followed a Plateau-like subsistence pattern (Pettigrew 1979:55).

Thirty miles northeast of the project area in Idaho, Bucy (1974) examined a cluster of sites near the town of Midvale in Washington County. The main emphasis of this work was in the Midvale quarry site and its use as a primary basalt source. Bucy also briefly discusses three sites that he suggests are satellite finishing workshops associated with the quarry. Also in Idaho but closer to the project area, Bucy (1974) and Pavesic (1983) report on the Braden Burial Site near Weiser, only 50 km east of Canyon Creek. This site has produced remarkably elaborate grave goods, including large stylized bifaces and Olivella shell beads, and seems to represent a more sedentary and well-to-do population than the Northern Paiutes who inhabited the area to the time of contact.

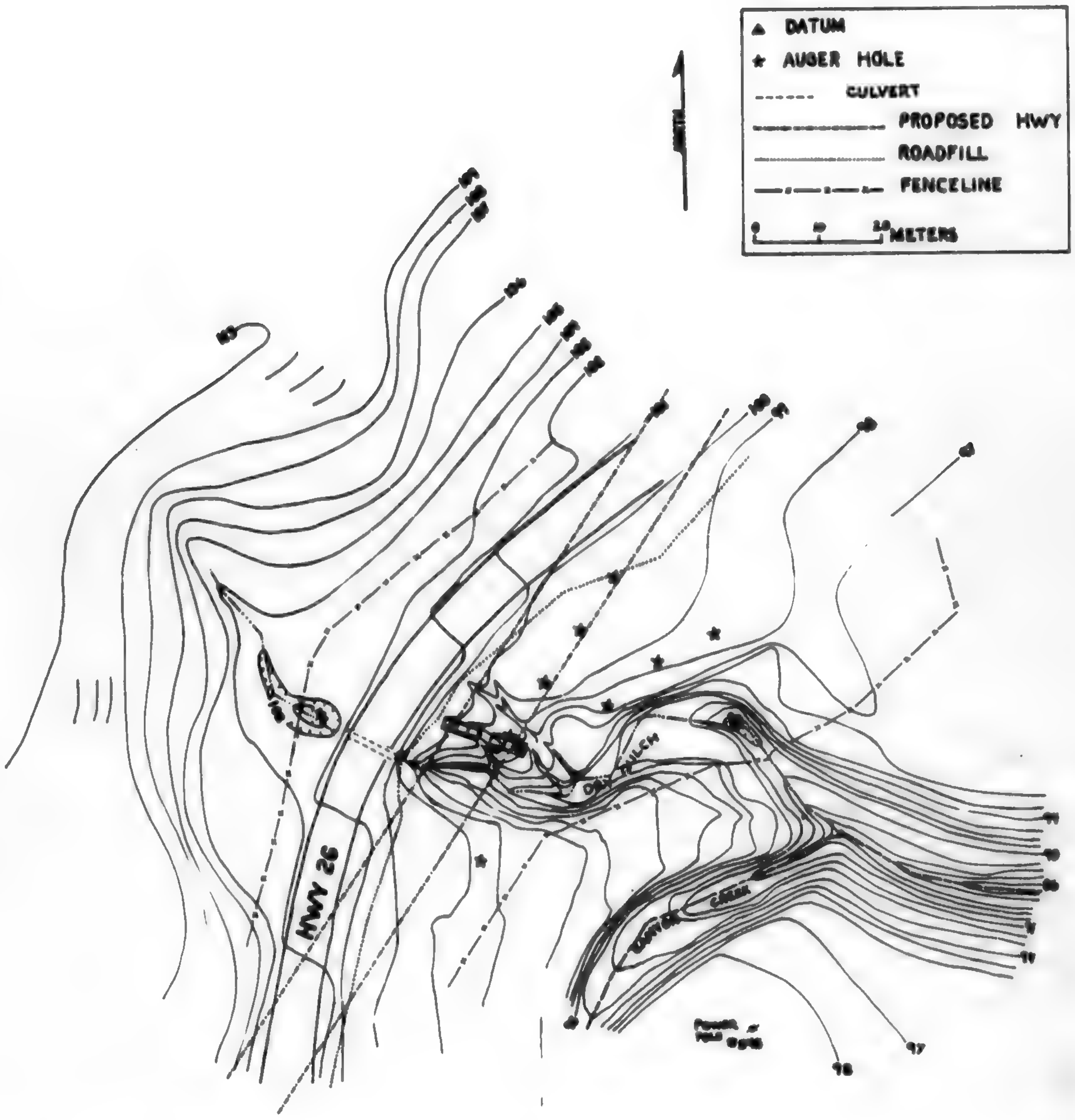
Archaeological work in the Malheur River Basin has been very limited, but we have no reason to doubt that man has occupied the area for at least the past 12,000 years. More specific prehistoric information will have to await future archaeological research. Additional discussion of this subject area in the context of the results from the Canyon Creek Site can be found in the chapter, "The Place of the Site in Regional Prehistory," near the end of this report.

SITE EXCAVATION

The site area sampled between March 18 and 26, 1978, lay east of the existing road on a sloping surface cut on its eastern edge by Canyon Creek (see maps 2 and 3 and plates 1 and 2). Vegetation within the immediate site area consisted of sagebrush and grasses. The site is on an alluvial fan overlooking Canyon Creek, and the excavation area is dissected by a series of gullies. The largest of these, affectionately termed "Dry Gulch" by crew members during the excavation, was a deep ditch following the path of the intermittent stream that bisected the alluvial fan and in line with a culvert under the highway. Tributary to Dry Gulch were three smaller gullies that had cut into the site. These were called Gully 1, Gully 2, and Gully 3 (the latter divided into 3a and 3b). The topography of the sloping surface and the system of active gullies eroding the rather soft deposits suggested that the ground surface had markedly slumped since the site's occupation. This impression was supported by the sloping nature of the cultural deposit, which appeared in the gully walls as a dark stratum about 40 cm thick and parallel to the ground surface.

During the testing phase of the project eight auger holes (bit diameter 25 cm) were distributed throughout the site area, and a single one-meter-square test pit (Test Pit 1) was placed in the area of apparently densest cultural deposit between gullies 1 and 2 (see Map 3). The productive results of the test pit necessitated our return to the site for mitigative sampling.

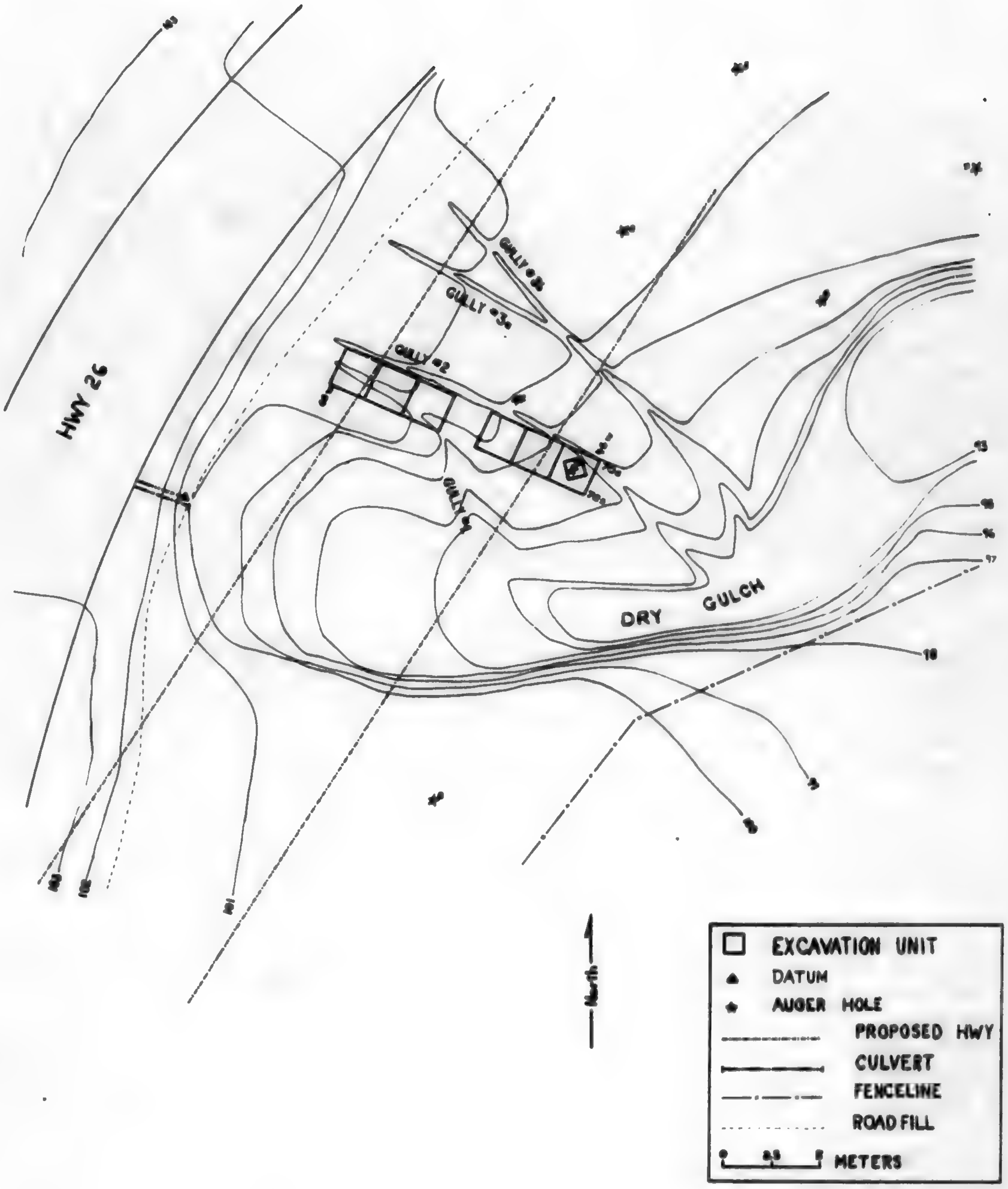
At the beginning of the 1978 excavations, a baseline oriented 205 degrees from magnetic north was laid across the site as basis for a grid system. Six two-meter square excavation units were laid out in a single row, forming a single trench divided into two equal parts by a two-meter


DATUM
AUGER HOLE
CULVERT
PROPOSED HWY
ROADFILL
FENCELINE
0 10 20 METERS
HWY 26
DRY GULCH
CANYON CREEK
97
98

Map 2. Excavation in Context of Canyon Creek Canyon.

unexcavated interval. The trench was between gullies 1 and 2 for the most part, including the area excavated in Test Pit 1, but Gully 1 disected the three westernmost units. The excavation area was within coordinates 70-72S, 46-60W (units henceforth will be denoted only by their west coordinates, e.g., 46-48W). The top of the culvert, which lay approximately 10 m southwest of the excavation was used as the permanent elevation datum and given the arbitrary elevation of 100.00 m.

The steep slope made it necessary to excavate in non-horizontal levels parallel to the ground surface. Elevations were taken at all four corners of each unit, and 10 cm arbitrary levels were maintained while natural strata also were separated.


HWY 26
GULLY #2
GULLY #3
DRY GULCH
North
EXCAVATION UNIT
DATUM
AUGER HOLE
PROPOSED HWY
CULVERT
FENCELINE
ROAD FILL
METERS

Map 3. Close-up Plan View of Excavation.

Two strata were recognized at the Canyon Creek Site. Stratum 1, probably deposited during highway construction, was a sandy silt with a high frequency of angular stones ranging in size from pea-size gravel to very large cobbles. The color of the soil matrix was a grayish orange (20YR7/3 on the Munsell color chart). Stratum 1 varied in depth from zero to 10 cm, tapering to zero at the east end of the excavation, and contained a small amount of historic debris such as broken beer bottle glass, but was essentially sterile of aboriginal cultural debris.

Stratum 2 was colluvial clayey silt with a color between yellowish orange and light olive gray (5Y6/2 on the Munsell color chart), containing angular and subangular rock ranging from pea-sized gravel to large cobbles. The amount of rock declined with increasing depth. Stratum 2 contained the aboriginal cultural component, including flaked stone tools and debitage, faunal debris, charcoal, and cultural features.

A total area of 24 square meters was excavated, and the sifted volume of fill was 9.6 cubic meters. Stratum 1 in area 54-60W (the three westernmost units) was removed without sifting, as were the first three levels of unit 56-58W (only Level 4 in that unit was sifted because of lack of time). The sifted volumes per unit are as follows: unit 46-48W: 0.7 cu. m; unit 48-50W: 3.2 cu. m; unit 50-52W: 1.8 cu. m; unit 54-56W: 1.6 cu. m; unit 56-58W: 0.3 cu. m; and unit 58-60W: 2.0 cu. m. This fill was sifted through quarter-inch hardware cloth and all cultural debris found in the screens, including charcoal, was collected.

Vertical column samples were removed from two locations; in both cases the column was 10 cm square. A column at 70W, 50W was divided into nine samples, separated at the stratum and level breaks. The column at 72S, 60W produced six samples, separated by level. The column samples have been analyzed, but produced only two unidentifiable bone fragments and no seeds.

During excavation, all significant cultural items (i.e., artifacts and features) were recorded *in situ* wherever possible. Their elevations were taken at the base of each object with the aid of a transit.

Six features were recorded, all of which were located in Stratum 2. Five features were rock clusters while one (Feature 2) was a distinct, shallow, charcoal lens. Figure 1 shows all features in schematic profile. The rock clusters appeared to delineate a living floor, lying at an average of 40 cm beneath the surface and containing numerous tools recorded *in situ*. Almost no large rocks were found beneath features 3, 4 and 5.

Feature 1 (figures 2 and 3) appeared in excavation unit 50-52W, in the lower half of Level 4, and extended into levels 5 and 6. The feature consisted of a cluster of mostly angular basalt stones, ranging in size from medium pebbles to small boulders. No bone was directly associated with this feature, and only a few specks of charcoal were noted. Ten cultural items were found *in situ* in this feature, including

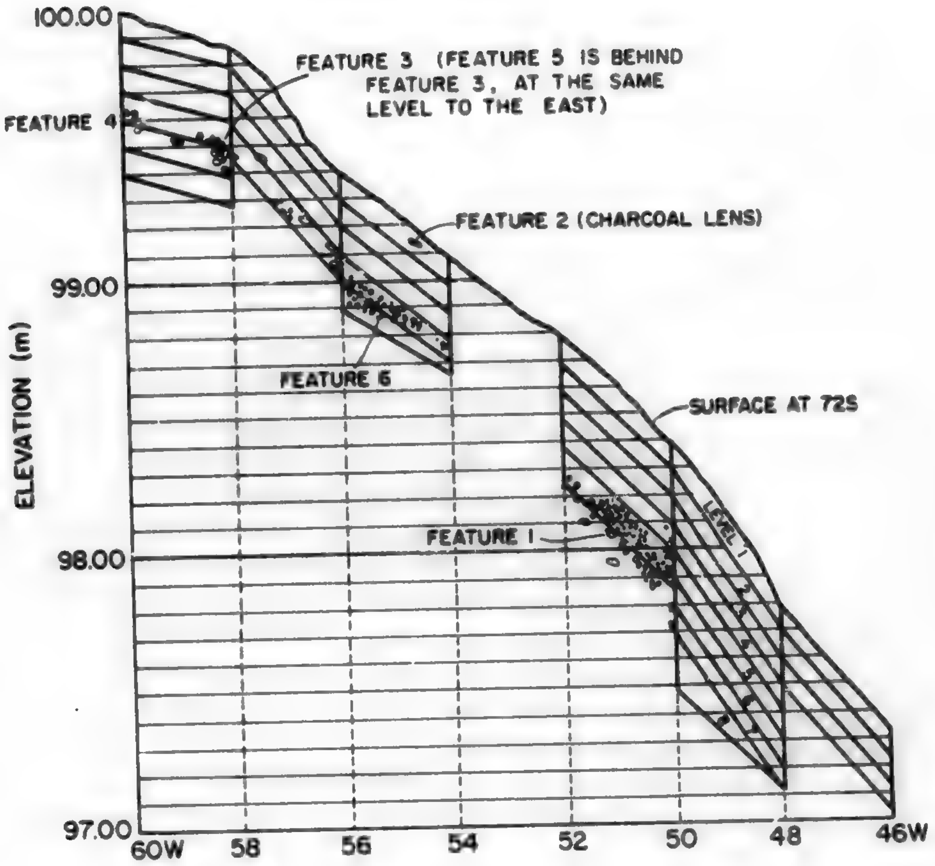

100.00
99.00
98.00
97.00
ELEVATION (m)
FEATURE 3 (FEATURE 5 IS BEHIND FEATURE 3, AT THE SAME LEVEL TO THE EAST)
FEATURE 4
FEATURE 2 (CHARCOAL LENS)
FEATURE 6
SURFACE AT 72S
FEATURE 1
LEVEL 1
60W
58
56
54
52
50
48
46W

Figure 1. Features in Schematic Profile.

four CCS flakes, one basalt flake, one percussor, a unifacially flaked cobble, two flake unifaces, and one object with used sharp edges (OUSE). Also, two obsidian cores, one obsidian flake, and one basalt unifacially flaked cobble were removed from the feature before it was recognized. Of the 132 stones in Level 3, 20 appeared fire-spalled. A small proportion of the 150 stones in Level 5 also appeared fire-spalled. Charcoal, fire-hardened earth, and bisque were noticed in the feature at the bottom of Level 4. The stones in Level 4 were concentrated in the south-central part of the unit, but those in Level 5 clustered mostly in the east-central part. It is possible that two separate features are recorded here. Patches of yellowish soil were found among the rocks on Level 5, suggesting possible pit fill.

Feature 2 (Figure 4) appeared in unit 54-56W in Level 2, as a distinct oval charcoal lens with a vertical thickness of 2 cm, a length of 35 cm and a width of 25 cm. No cultural items were found in direct association. The charcoal was soft and decayed, and came out in small bits that were difficult to separate from the soil matrix.

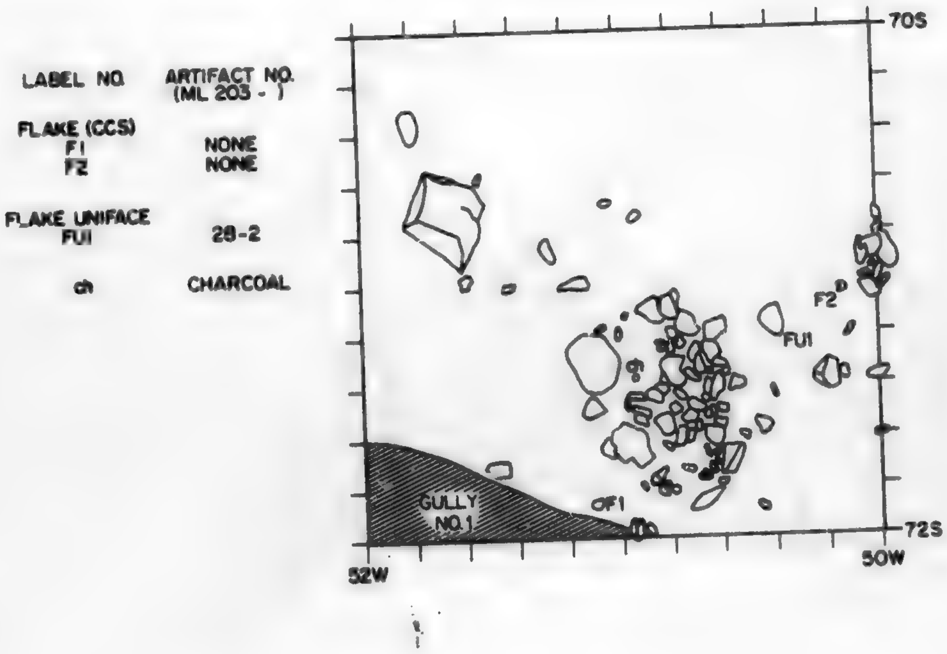

LABEL NO.
ARTIFACT NO. (ML 203 -)
FLAKE (CCS)
F1 NONE
F2 NONE
FLAKE UNIFACE
FU1 28-2
ch CHARCOAL
70S
72S
52W
50W
F2
FU1
OF1
GULLY NO.1

Figure 2. Plan View of Feature 1, Middle of Level 4.

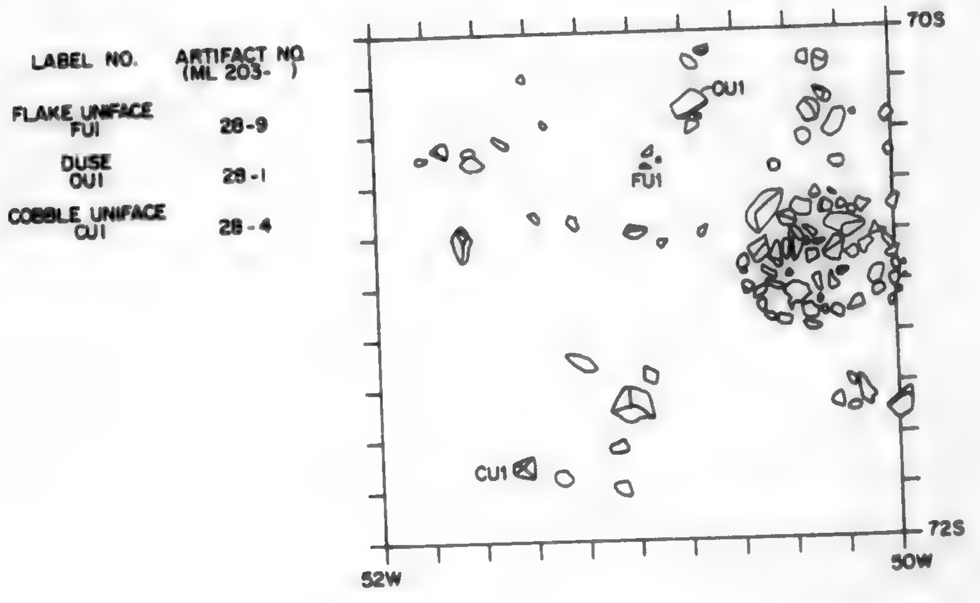

LABEL NO.
ARTIFACT NO. (ML 203-)
FLAKE UNIFACE
FU1 28-9
DUSE
OU1 28-1
COBBLE UNIFACE
CU1 28-4
70S
72S
52W
50W
OU1
FU1
CU1

Figure 3. Plan View of Feature 2, Middle of Level 5.

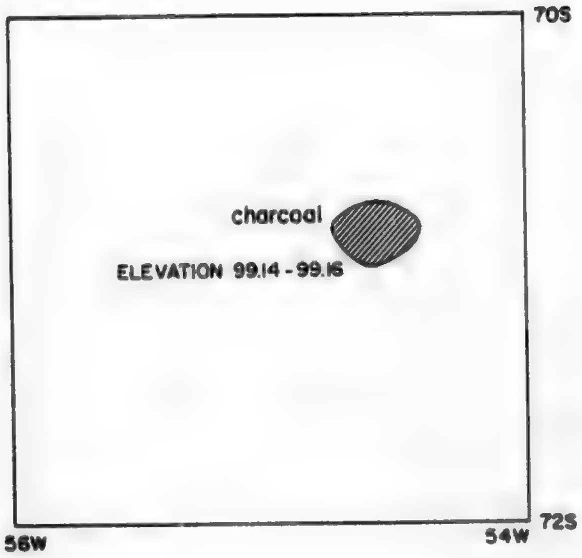


Figure 4. Plan View of Feature 2.

Feature 3 (Figure 5) was a small cluster of angular basalt stones ranging in size from large pebbles to a small boulder located in the southeast corner of unit 50-60W in levels 4 and 5. No organic debris was found in direct association, but two cultural items were found in situ: a basalt percussor and a basalt core. A total of 36 stones was removed.

Feature 4 (Figure 5) was located in the northwest corner of unit 58-60W in Level 4, and consisted of a small cluster of angular basalt stones ranging in size from large pebbles to large cobbles. Only one cultural items was found in situ: a combination piece esquilee and OUSE. No organic debris was found in association. Ten stones were counted in the feature.

Feature 5 (Figure 5) was a tight cluster of angular basalt cobbles and pebbles in levels 4 and 5 of unit 58-60W. No organic debris was identified in the feature area, and no tools were directly associated. The number of stones removed from the feature was 34.

Feature 6 (Figure 6) was found in unit 54-56W below Feature 2 in levels 4 and 5, and consisted of a dense cluster of angular basalt stones ranging in size from small pebbles to a small boulder. No organic debris was found in the feature, but three pieces of charcoal appear to have been associated. Seven cultural objects were found in situ: one percussor, one boulder anvil (left in place at the site and

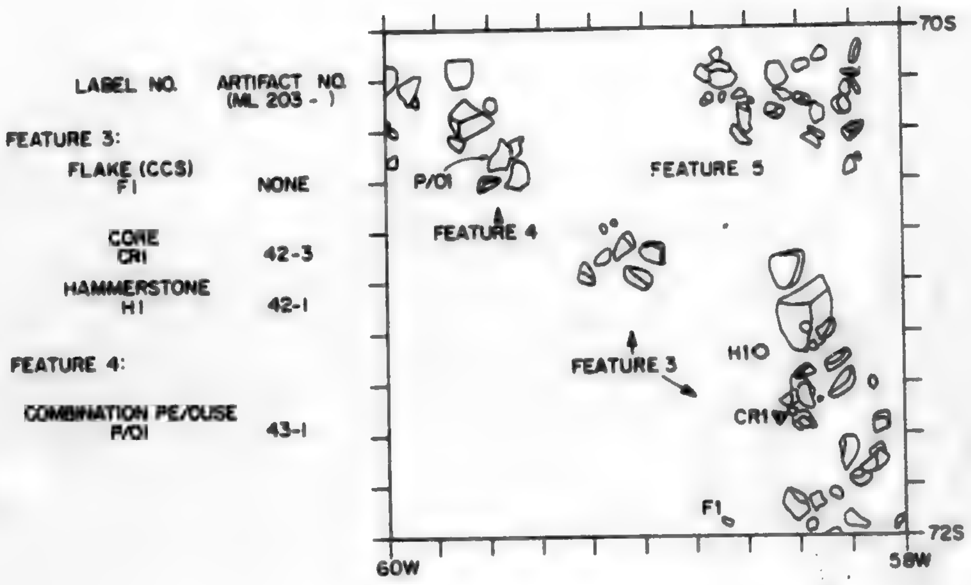

LABEL NO.
ARTIFACT NO. (ML 203 -)
FEATURE 3:
FLAKE (CCS) F1
NONE
CORE CR1
42-3
HAMMERSTONE H1
42-1
FEATURE 4:
COMBINATION PE/OUSE P/O1
43-1
70S
72S
60W
58W
P/O1
FEATURE 4
FEATURE 5
FEATURE 3
H1
CR1
F1

Figure 5. Plan View of Features 3, 4 and 5.

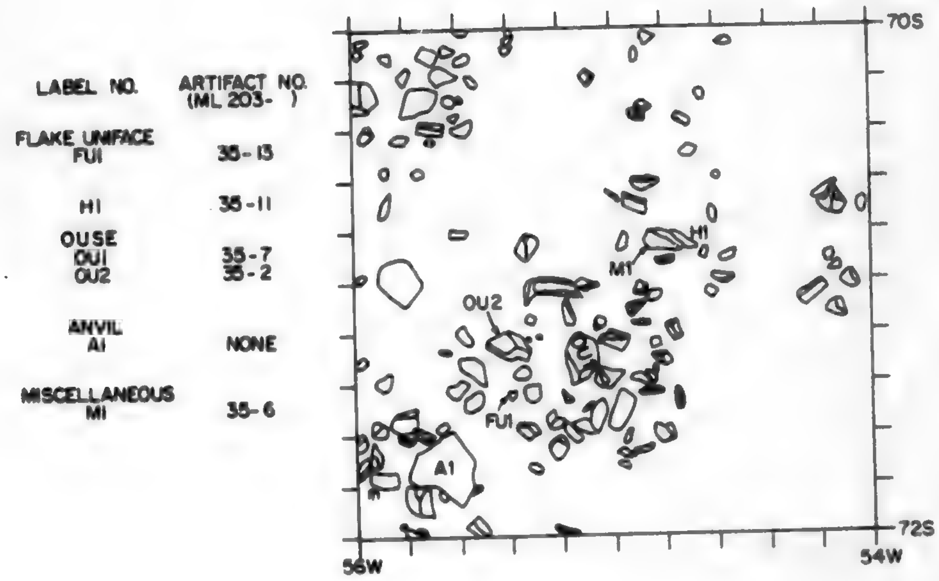

LABEL NO.
ARTIFACT NO. (ML 203-)
FLAKE UNIFACE FU1
35-13
H1
35-11
OUSE OU1 OU2
35-7
35-2
ANVIL A1
NONE
MISCELLANEOUS M1
35-6
70S
72S
56W
54W
H1
M1
OU2
FU1
A1

Figure 6. Plan View of Feature 6.

not removed to the laboratory), one artificially flaked cobble, one CCS flake uniface, two OUSE's, and one miscellaneous basalt tool. The count of stones removed from the feature was 258, making this feature nearly as large as Feature 1. The bottom of Feature 6 was not reached because of lack of time.

In addition to the recorded features, a thin charcoal-stained lens was noticed in the eroding bank of Dry Gulch alongside the three westernmost excavation units. The depths of this lens below the surface was impossible to determine accurately because of slumpage, but it was less than one meter. The discovery of this lens influenced the placement of the three westernmost units.

CULTURAL DEBRIS

THE ARTIFACTS

The artifact collection removed from the Canyon Creek Site has been sorted according to the system presented in Table 1. This system, in modified forms, has been used to describe cultural remains from the Lower Columbia Valley (Pettigrew 1977, 1981), the Willamette Valley (Pettigrew 1980), and the Deschutes River drainage area (Pettigrew 1982). The artifact inventory from this site is listed in Table 2 by artifact class.

The description of the collection will be made in the order listed in Table 1. Those measurements shortened by breakage are indicated by an asterisk (*). Artifact specimen numbers indicate original provenience of specimens according to the labeling system described in the appendix.

Flake Unifaces (FU): Specimens in this class are made up of flakes, one or more edges of which have been unifacially retouched. Because the unifacial flaking was designed to modify the flake edge, rather than the entire flake, it is considered impractical to use specimens as the unit of comparison. Instead, the primary unit of analysis is the flaked edges which have been classified in terms of a set of nine types (described by Pettigrew 1982:75-84).

The total of 18 specimens makes this the largest artifact category in this collection. Nine (50.0%) of these artifacts are cryptocrystalline silica (CCS), eight (44.4%) are obsidian and one (5.6%) is basalt. The dimensional ranges for all the specimens are: length 2.3 to 6.8 cm, width 1.4 to 9.1 cm, thickness 0.2 to 2.7 cm, weight 4.62 to 136.81 g. There does not seem to be any significant size difference between obsidian and CCS flakes. It is interesting that all nine of the CCS specimens are retouched on two or more edges while only four (50%) of the eight obsidian flakes are retouched on more than one edge (difference significant by an exact probability test at $p = .03$). One specimen, ML203-21-3, is a composite tool falling into both this class and that of pieces esquillees.

Table 1. Artifact Classification.

I. Flaked Stone Tools

  A. Unifacially Flaked
    1. Flake Unifaces (FU)
    2. Cobble/pebble Unifaces (CU)

  B. Bifacially Flaked
    1. Projectile Points (PP)
    2. Other Formed Bifaces (OFB)
    3. Unformed Bifaces (UB)

  C. Pieces Esquillees (PE)

  D. Cores (Co)

  E. Debitage (Deb)

II. Unflaked Stone Tools

  A. Percussors
    1. Hammerstones (Ham)

  B. Anvils (Anv)

  C. Objects with Used Sharp Edges (OUSE)

  D. Miscellaneous Unflaked Stone (MiUS)

III. Bone Tools

  A. Pointed Bone Objects (PBO)

Cobble/pebble Unifaces (CU): Specimens that are members of this category are defined by their large size (particularly as measured by weight) and unifacial flaking. Five of the six specimens are complete, and five are made of a basaltic stone with the sixth comprised of siltstone. The complete specimens vary from round to angular and are all percussion flaked. The dimensional ranges of the complete artifacts are: length 11.0 to 13.3 cm, width 8.7 to 11.5 cm, thickness 4.0 to 8.7 cm, weight 525.90 to 1195.50 g.

Projectile Points (PP) (Plate 3: a-d): This traditional artifact class is made up of four specimens. Because of the small number of points each is described individually, with reference to the typology developed for Lake Abert (Pettigrew 1985).

Specimen ML203-36-5 (Type RGC) (Plate 3a) is a small, narrow-necked, diverging stemmed point. This tool is made of CCS and is broken

Table 2. Artifact Inventory.

Artifact Class		Ct.	%
FU	Flake Unifaces	18*	30.5
PP	Projectile Points	4	6.8
CU	Cobble/Pebble Unifaces	6	10.2
OFB	Other Formed Bifaces	3	5.1
PE	Pieces Esquillees	2**	3.4
Co	Cores	4	6.8
Ham	Hammerstones	9	15.3
OUSE	Objects with Used Sharp Edges	10*	16.9
MiFS	Miscellaneous Flaked Stone	2	3.4
PBO	Pointed Bone Objects	1	1.7
	Total	59	100.1
Deb	Flaked Stone Debitage	732	
	Tools/Objects (59/57)	1.04	
	Debitage/Objects	12.84	
	Debitage/Cores	183	

* One object is also a PE

** Both are combination tools

at its tip. Its overall dimensions are 2.3* by 1.4 by 0.4 cm, weight 1.58 g, neck width 0.5 cm.

Specimens ML203-8-2 (Plate 3c) and 30-1 (Plate 3d) (Type WL) are unstemmed, convex based, foliate points. Specimen 8-2 is whole and made of CCS. Its dimensions are 6.1 by 2.2 by 0.8 cm, weight 4.71 g. Specimen 30-1 is obsidian and snapped across its mid-section. Its measurements are 4.3* by 2.1 by 0.9 cm, weight 4.72 g.

Artifact ML203-28-7 (Type GCS) (Plate 3b) is a broad-necked, shouldered, non-diverging step point. This specimen is made of obsidian and measures 2.0* by 1.5 by 0.4 cm, weight 1.60 g, neck width 1.1 cm.

Other Formed Bifaces (OFB) (Plate 3e): This category is formed by a single CCS specimen, ML203-16-3. It is a midsection fragment of a large biface showing mostly percussion flaking. The width of this fragment is 4.7 cm, and its thickness is 1.0 cm.

Uniformed Bifaces (UB): These artifacts are roughly bifacially worked but have no recognizable form. Specimen ML203-16-4 is a fragmentary CCS piece worked with both percussion and pressure flaking. Its dimensions are 1.3* by 2.8* by 0.7 cm. Specimen ML203-26-3 is a chunk of obsidian that has been percussion flaked but still has cortex present over much of its surface. Its measurements are 2.9* by 2.3 by 1.5 cm.

Pieces Esquillees (PE): These artifacts are defined by McDonald (1968:88-90) as flake tools showing bipolar percussion, with two opposite battered and crushed edges. The potential significance of this group is discussed more fully by Pettigrew (1985:106-107). Only two specimens were found at this site, both of which are composite tools. Specimen ML203-21-3 is obsidian and shows bipolar percussion in one direction. Its dimensions are 4.0 by 3.5 by 1.1 cm, weight 8.96 g. This artifact, having two retouched edges, also falls into the flake uniface category.

Specimen ML203-43-1 is a large flake of petrified wood. It shows bipolar percussion in one direction and its dimensions are 11.3 by 8.4 by 3.1 cm, weight 248.20 g. This artifact also fits into the class of objects with used sharp edges (UOSE).

Cores (Co): This class is formed by tools that are chunks of stone with a platform or platforms that have been struck by percussion in such a way that at least two usable flakes have been produced from each platform. The edges at the platforms do not appear to have been produced for use directly as tools. The platforms are often prepared by flaking, crushing or grinding.

Four specimens fall into this category, two of basalt and two of obsidian. The basalt cores have sizes as follows: length 6.9 and 9.6 cm, width 6.3 and 7.8 cm, thickness 3.5 and 6.2 cm, and weight 118.73 and 594.80 g. One core has a single striking platform while the second core has four striking platforms. Both obsidian cores are small cobbles with sizes as follows: length 9.5 and 9.7 cm, width 5.4 and 9.4 cm, thickness 4.2 and 4.7 cm, and weight 200.38 and 449.20 g. Both of these cores have only a single striking platform. None of the four cores show any secondary use.

Debitage (Deb): Included here are all flakes and chunks without retouch (though possibly used specimens are included). This group is described separately in its own chapter below.

Hammerstones (Ham): Tools in this class show percussive use on their ends or edges or both. The wear indicates light to heavy pecking, not extensive crushing as with mauls. Of the nine specimens in this class, seven (78%) are made of basaltic stone and two (22%) of a compact sandstone. Weights range from 90.82 to 1592 g, with a mean of 480.35 g. Seven of these artifacts are rounded to subangular cobbles, while the remaining two specimens are smaller but elongated tabular pieces.

Anvils (Anv): These are stones that show pitting on one or both faces, apparently from percussion. No specimens were collected and brought back to the laboratory, and so none are listed in Table 2, but one was found in the site and left in situ. This specimen (see Figure 6) was in Feature 6, near the southwest corner of unit 54-56W, and its base was at an elevation of 98.99. It was a large tabular basalt piece about 30 cm long and 25 cm wide, with evidence of pecking on its upturned flat face.

Objects with Used Sharp Edges (OUSE): All of these artifacts are stones with one or more relatively sharp natural edges that show macroscopic edge wear, and weights over 10 g. No other modification is apparent. Ten of these artifacts were found at the Canyon Creek Site; of these, eight (80%) were of basalt while the other two were obsidian and petrified wood. Except for the obsidian tool the other specimens are cobble-sized stones. The dimensional ranges of the non-obsidian specimens are: length 10.5 to 19.1 cm, width 7.9 to 11.8 cm, thickness 2.7 to 8.3 cm, and weight 248.2 to 1138 g. The obsidian specimen has dimensions of 4.2 by 3.7 by 0.8 cm, and a weight of 10.8 g. Specimen ML203-43-1 is a composite tool that falls into this class and that of pieces esquillees.

Miscellaneous Unflaked Stone (MiUS): This is a catch-all category for those tools that do not readily fit any of the previous classes. There are two such specimens from the Canyon Creek Site. Artifact ML203-35-6 is an elongate piece of columnar basalt, with overall dimensions of 18.5 by 8.4 by 6.4 cm, and a weight of 936.80 g. One end of this tool is angular and pointed; this end is naturally fractured, and shows use wear in the form of small flakes and some edge rounding. Specimen ML203-49-1 is a slightly vesicular basalt piece showing some edge flaking from use. Its dimensions are 11.0 by 8.0 by 3.3 cm, and its weight is 321 g.

Pointed Bone Objects (PBO) (Plate 3f): A single bone tool was found in the site, specimen ML203-10-2, a long bone of a large mammal, worked to a point and resembling what is often called an awl. Its surfaces are quite polished, and its tip is somewhat rounded, apparently from use. It is 8.9* cm long, 0.8 cm in diameter, and its weight is 4.13* g. This specimen was counted also among the faunal remains.

FAUNAL REMAINS

Bone was found in all six excavation units. There were 103 specimens found, including unidentifiable fragments and those found in the test units, for a total weight of 201.79 g. The identification of the faunal collection, performed by Ruth Greenspan of OSMA, is summarized in Table 3 by taxon, and both MNI and counts are given. Although the sample is not large, it is clear that the largest single group of animals represented are the large mammals, the only specifically identified examples of which are deer and elk. Small mammals are also substantially represented, but two of the identified taxa (Citellus and Thomomys) are burrowing rodents that are probably intrusive. Rounding out the inventory are single specimens each of bird, amphibian, and amphibian or reptile.

The faunal collection would support the idea that the principal prey of the site's occupants were large mammals, particularly deer and elk, but that smaller animals were often taken as well. The sample tells us little about the seasonality of the site's use, since the animals represented, except elk, are present throughout the year. Although elk today are restricted in summer to high elevations (Thompson

Table 3. MNI and Counts of Faunal Remains by Taxon.

Taxon	MNI	%	Ct.	%
Odocoileus hemionus (mule deer)	4	16	5	6.85
Cervus canadensis (elk)	1	4	1	1.37
Artiodactyla (artiodactyl)	3	12	4	5.48
large mammal			25	34.25
Sylvilagus (rabbit)	2	8	2	2.74
Lepus (hare)	1	4	1	1.37
Sciuridae (squirrel)	3	12	3	4.11
Citellus (ground squirrel)	1	4	1	1.37
Thomomys (pocket gopher)	5	20	8	10.96
Rodentia (rodent)	2	8	6	8.22
small mammal			1	1.37
mammal			13	17.81
Aves (bird)	1	4	1	1.37
amphibian	1	4	1	1.37
amphibian or reptile	1	4	1	1.37
Total Identifiable	25	100	73	100.01
unidentifiable			30	
Total Count			103	

and Fortune 1967:13-14), the presence of only a single specimen in the collection makes inferences of seasonality unreliable.

Table 4 gives the distribution of large mammal bones by skeletal element, providing a means of assessing the disposition of carcasses on the site. More than half of the identifiable specimens are limb parts, less than a quarter are from the head, and the remainder are ribs and scapulae. The complete absence of vertebral and pelvic parts and the low frequency of ribs tend to support the notion that the large carcasses were often dismembered at the site, the appendages (including head and limbs) were often consumed on the site, and the remainder of each animal was carried elsewhere, as at the Mill Creek sites (Pettigrew 1982:20).

All specimens were weighed, and their weight distribution by level and unit is given in Figure 7, where it is immediately apparent that the bone was concentrated in unit 48-50W, and to a lesser extend in unit 46-48W. This is very strong horizontal patterning that probably relates to function-specific areas of the excavation trench. This pattern will be compared to other horizontal patterns in the concluding chapter.

Table 4. Large Mammal Bones by Element

Element	Ct.	Ct.	%
long bone	8		
metapodial	1		
humerus	1		
ulna	1		
Total Limb Bones		11	52.4
mandible	1		
teeth	4		
Total Jaws and Teeth		5	23.8
rib	3		
scapula	2		
Total Other Parts		5	23.8
Total Identifiable		21	100.0
unidentifiable		14	
Total All Parts		35	

ANALYSIS

LITHIC DEBITAGE

A major question determining the course of the artifact analysis is whether the site should be considered to possess only one or more than one component. During the excavation of the Canyon Creek Site no indications, such as stratigraphic breaks or vertical density variations, appeared to suggest multiple components. The vertical distributions of tools, faunal debris, debitage, and features (tables 5, 7 and 9, figures 1 and 7) as determined by analysis also show no discontinuity. A final test of the potential existence of vertically separate components was applied to this site in the same way as that tried successfully at Site CR20 in Mill Creek Valley (Pettigrew 1982:-22-26). This method, based on the assumption that heavier objects should undergo slower diffusion through the buried deposits, separates the debitage into a heavy group (0.40 g or more) and a light group (less than 0.40 g each) and measures the differences between each excavation level and the norm for the site in terms of the percentage of heavy flakes. Those levels with the highest percentages of heavy flakes are most likely to be zones of primary deposition. Such a zone may be

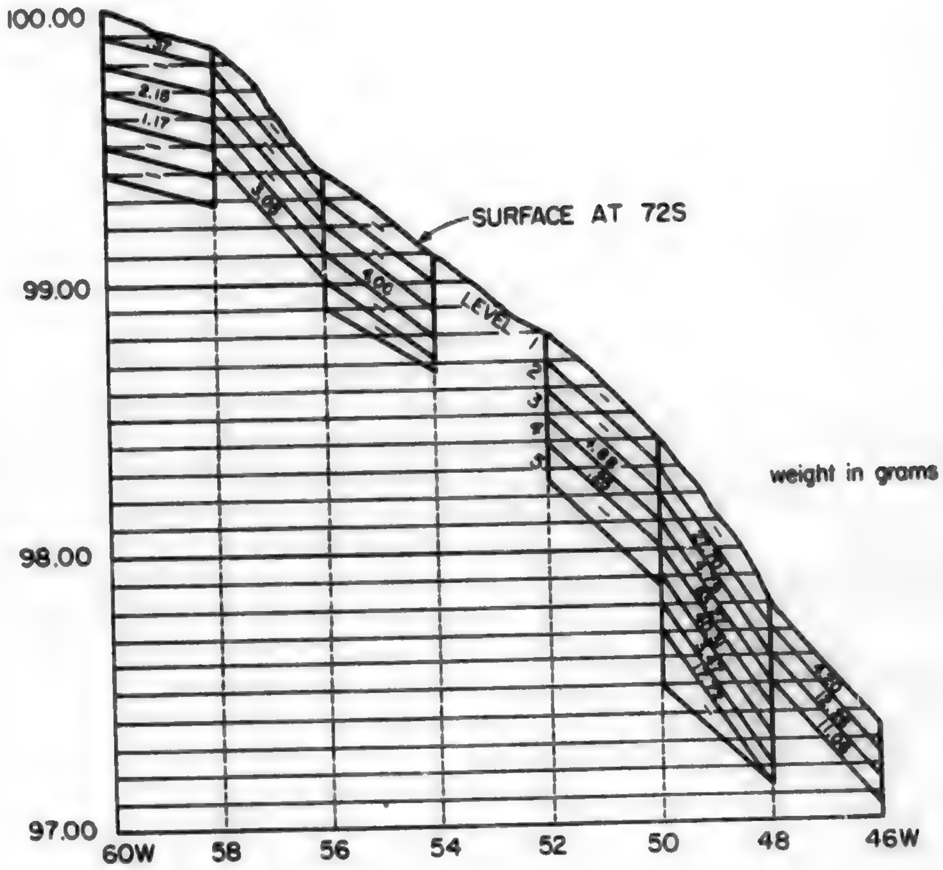


Figure 7. Distribution of Bone Weight in Schematic Profile.

treated as a component, and the number of vertically separated zones may be considered the number of components. Other factors may influence such considerations, of course.

In the application of this method to the Canyon Creek Site, the lithic raw materials were treated separately, because the proportion of heavy flakes is different in each population (cf. Table 5). For each raw material, then, the proportion of heavy flakes in each level of each excavation unit was compared to the proportion in the site as a whole. Because of the small sample-sizes in the unit levels, the difference between the unit level and the total site proportion was measured in terms of the binomial distribution, giving a result in each case in terms of the probability (p) that the difference could be found in a purely random distribution. Those cases with p equal to or less than 0.10 were considered significant. The significant deviations from the site average were then counted and tabulated by level, producing Table 6, which shows an interesting pattern. Level 2 has the highest count (3) of cases in which heavy flakes are significantly more frequent than average. Most of the deviations in the other levels are in the negative direction, and the general pattern is unambiguously unimodal. Level 2

Table 5. Debitage: Heavy Flakes by Raw Material and Level.

	Obsidian			CCS			Basalt		
Level	Heavy	%	Total	Heavy	%	Total	Heavy	%	Total
1	4	44.4	9	20	48.8[1]	41	23	79.3	29
2	18	45.0	40	49	75.4[5]	65	11	78.6	14
3	11	37.9	29	55	71.4[4]	77	46	60.5[1]	76
4	15	38.5	39	52	60.5	86	30	76.9	39
5	4	19.0[1]	21	27	45.8[2]	59	7	58.3	12
6	3	75.0	4	12	63.2	19	8	80.0	10
7	3	20.0	15	11	42.3[2]	26	2	100.0	2
8	2	25.0	8	5	45.5	11	1	100.0	1
Total	60	38.2	165	231	60.2	384	128	69.9	183

[1] Less than norm, p less than 0.10.

[2] Less than norm, p less than 0.05.

[3] Less than norm, p less than 0.01.

[4] More than norm, p less than 0.05.

[5] More than norm, p less than 0.01.

Flakes by Raw Material and Level.

	CCS			Basalt			Total		
Total	Heavy	%	Total	Heavy	%	Total	Heavy	%	Total
9	20	48.8[1]	41	23	79.3	29	47	59.5	79
40	49	75.4[5]	65	11	78.6	14	78	65.5	119
29	55	71.4[4]	77	46	60.5[1]	76	112	61.5	182
39	52	60.5	86	30	76.9	39	97	59.1	164
21	27	45.8[2]	59	7	58.3	12	38	41.3[3]	92
4	12	63.2	19	8	80.0	10	23	69.7	33
15	11	42.3[2]	26	2	100.0	2	16	37.2[2]	43
8	5	45.5	11	1	100.0	1	8	40.0	20
165	231	60.2	384	128	69.9	183	419	57.2	732

an 0.10.

an 0.05.

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an 0.05.

an 0.01.

appears to be the only zone of primary deposition, and only one component is indicated. If we tabulate the actual counts and percentages of heavy flakes by raw material (Table 5), we see a similar pattern. For both obsidian and CCS, the highest percentage of heavy flakes is found in level 2, and that level has nearly the highest percentage for basalt as well. Also, the only level with only a significant positive deviation from the norm is level 2, while level 3 has both a positive and a negative significant deviation and all other significant deviations are negative. Again, there appears to be only one zone of primary deposition, concentrated in level 2, and only one component is indicated. The apparent minor mark in level 6, while curious, is not so great as to be statistically significant.

Also indicative of a single component is the debitage distribution by level (Table 7). Levels 3 and 4 were the most productive, with the counts declining above and below that area. The pattern is thus unimodal. Furthermore, the raw material percentages show no consistent or patterned variation from level to level. This fact supports the single-component interpretation as well, because we might expect different components to differ significantly in terms of raw material proportions.

The distribution of raw material proportions by excavation unit (Table 8), however, does show a horizontal pattern, dividing the site into two areas, west and east. The western area (54-60W) has relatively high obsidian percentages (29.9% to 33.3%, compared to the site average of 21.5%) and high ratios of obsidian to CCS (0.645 to 0.5), while the eastern area (46-52W) has low obsidian percentages (17.4% to 25.0%) and low ratios of obsidian to CCS (0.345 to 0.408). Furthermore, the unit with the highest basalt percentage (48-50W with 30.1%) is in the eastern area, as are the two units most productive of debitage (48-50W, with a density of $106/m^3$, and 46-48W, with a density of $114/m^3$). The differences between the eastern and western areas of the excavation are suggestive of functional differences similar to those found at Mill Creek (Pettigrew 1982), though perhaps not as extreme.

The distribution of debitage by flake stage (Table 9) shows that flakes with cortex are quite rare. The vast majority are interior flakes, indicating that the final stages of lithic reduction, such as tool sharpening or the production of flakes for direct use as tools, predominated among the lithic tasks carried out on the site. Apparently not much if any core reduction or manufacture of formed tools took place. Comparing raw materials, no significant differences appear between obsidian and basalt in their percentages by flake stage, but CCS differs significantly from the other two materials in having even fewer flakes with cortex and more flakes with no cortex. Why this should be is not clear. One possibility is that the CCS material was quarried from a place where the material was not very weathered, such as in veins rather than from deposits of nodules. Another idea is that the CCS source or sources were at a greater distance from the site than the other materials, with the result that a greater amount of core reduction took place before the CCS arrived at the site. In any case, the difference in this regard between CCS and the other materials, while significant, is not great, and all materials are extremely biased toward interior flakes.

Table 6. Debitage: Counts of Unit Levels with Heavy Flake Proportions Significantly Different from Norm.

Level	No. of Excavated Units Per Level	No. of Unit Levels Sig. Different from Site Norm +	No. of Unit Levels Sig. Different from Site Norm -	Net Count of Sig. Differences
1	4	1	2	-1
2	5	3	0	+3
3	5	1	1	0
4	5	1	1	0
5	4	0	3	-3
6	1	0	0	0
7	1	0	1	-1
8	1	0	0	0

Table 7. Debitage: Raw Material Frequency by Level.

	Obsidian		CCS		Basalt		Total	
Level	Ct.	%	Ct.	%	Ct.	%	Ct.	%
1	9	11.4	41	51.9	29	36.7	79	100.0
2	40	33.6	65	54.6	14	11.8	119	100.0
3	29	15.9	77	42.3	76	41.8	182	100.0
4	39	23.8	86	52.4	39	23.8	164	100.0
5	21	22.8	59	64.1	12	13.0	92	99.9
6	4	12.1	19	57.6	10	30.3	33	100.0
7	15	34.9	26	60.5	2	4.7	43	100.1
8	8	40.0	11	55.0	1	5.0	20	100.0
Total	165	22.5	384	52.5	183	25.0	732	100.0

The spatial distribution of flakes with cortex (including both secondary and cortex flakes) is fairly even, showing no remarkable pattern by level (Table 9). This is another indication that only one component is present, since we might expect different components to have differing amounts of flakes with cortex.

The weight frequency distributions of the three lithic raw materials are illustrated in Figure 8, which demonstrates some interesting differences. Obsidian (total weight 159.49 g) is very heavily weighted toward the low end of the spectrum, with its peak in the interval from 0.01 to 0.05 g and a swift decline thereafter. CCS (total weight 624.85 g) peaks somewhat higher, in the interval from 0.15 to 0.2 g, declining thereafter at a somewhat slower rate than obsidian. Basalt (total weight 841.99 g) peaks even higher, in the interval from 0.2 to 0.25 g, and declines thereafter more slowly than obsidian or CCS. It is

Table 8. Debitage: Raw Material Distribution by Excavation Unit.

	Obsidian		CCS		Basalt		Total	
Unit	Ct.	%	Ct.	%	Ct.	%	Ct.	%
46-48W	20	25.0	49	61.3	11	13.8	80	100.1
48-50W	59	17.4	171	50.3	110	32.4	340	100.1
50-52W	29	22.7	74	57.8	25	19.5	128	100.0
54-56W	20	29.9	31	46.3	16	23.9	67	100.1
56-58W	2	33.3	4	66.6	0	0.0	6	99.9
58-60W	35	31.5	55	49.5	21	18.9	111	99.9
Total	165	22.5	384	52.5	183	25.0	732	100.0

aw Material Distribution by Excavation Unit.

an	CCS		Basalt		Total		Density	
%	Ct.	%	Ct.	%	Ct.	%	(Ct./m^3)	Obs/CCS
25.0	49	61.3	11	13.8	80	100.1	114	.408
7.4	171	50.3	110	32.4	340	100.1	106	.345
2.7	74	57.8	25	19.5	128	100.0	71	.392
29.9	31	46.3	16	23.9	67	100.1	42	.645
3.3	4	66.6	0	0.0	6	99.9	20	.500
31.5	55	49.5	21	18.9	111	99.9	56	.636
2.5	384	52.5	183	25.0	732	100.0	76	.430

Table 9. Debitage: Flake Stage Distribution by Raw Material.

	Obsidian			CCS			Basalt			Total		
Level	Pri	Sec	Int	Pri	Sec	Int	Pri	Sec	Int	Pri	Sec	Int
1	0	0	9	0	2	39	0	2	27	0	4	75
2	2	1	37	0	0	65	0	0	14	2	1	116
3	0	1	28	0	2	75	3	1	72	3	4	175
4	1	2	36	1	0	85	2	0	37	4	2	158
5	0	1	20	0	0	59	1	0	11	1	1	90
6	0	0	4	0	0	19	0	0	10	0	0	33
7	0	0	15	0	0	26	0	0	2	0	0	43
8	3	0	8	0	0	11	0	0	1	0	0	20
Total	3	5	157	1*	4*	379	6	3	174	10	12	710

*CCS has significantly fewer flakes with cortex than obsidian (p less than 0.02) or basalt (p less than 0.01)

probable that these differences result at least in part from differences in the lithic tasks for which the raw materials were used, with obsidian used more for sharp cutting tools such as knives and projectile points (which were not manufactured but were resharpened on the site, producing very small flakes), and CCS and basalt used more often as raw materials for producing flakes to be used directly as unmodified tools. CCS was also used for projectile points and knives (see Table 13), so some of the CCS debitage may also result from resharpening.

The analysis of debitage by weight and flake stage shows that, as might be expected, primary (cortex removal) flakes are considerably larger (mean 20.07 g) than other kinds, secondary flakes are smaller (mean 4.17 g), and interior flakes are smallest of all (mean 1.95 g). Since there are so few flakes with cortex, then, it is no surprise that the debitage weight frequencies (Figure 8) are so extremely skewed toward such low weights.

FLAKE UNIFACES

The flake unifaces from the Canyon Creek Site were analyzed according to the system described for the Mill Creek sites (Pettigrew 1982:75-84) and used previously to analyze collections from throughout Oregon (as summarized by Pettigrew 1983:18). The distribution of unifacially flaked edges by edge type is given in Table 10. What stands out in Table 10 is a very low percentage of Type 6 edges (pointed by the intersection of a flaked with an unflaked edge). Typically Type 6 constitutes between one-quarter and one-half of all the edges in a collection, but at the Canyon Creek Site the edge type percentage is only 13.0%. The only comparably low percentage seen previously was 11.8% for site 35HA76 (Pettigrew 1979:30) just east of Stinkingwater Pass in a lowland, lakeside context and in a purely surface deposit.

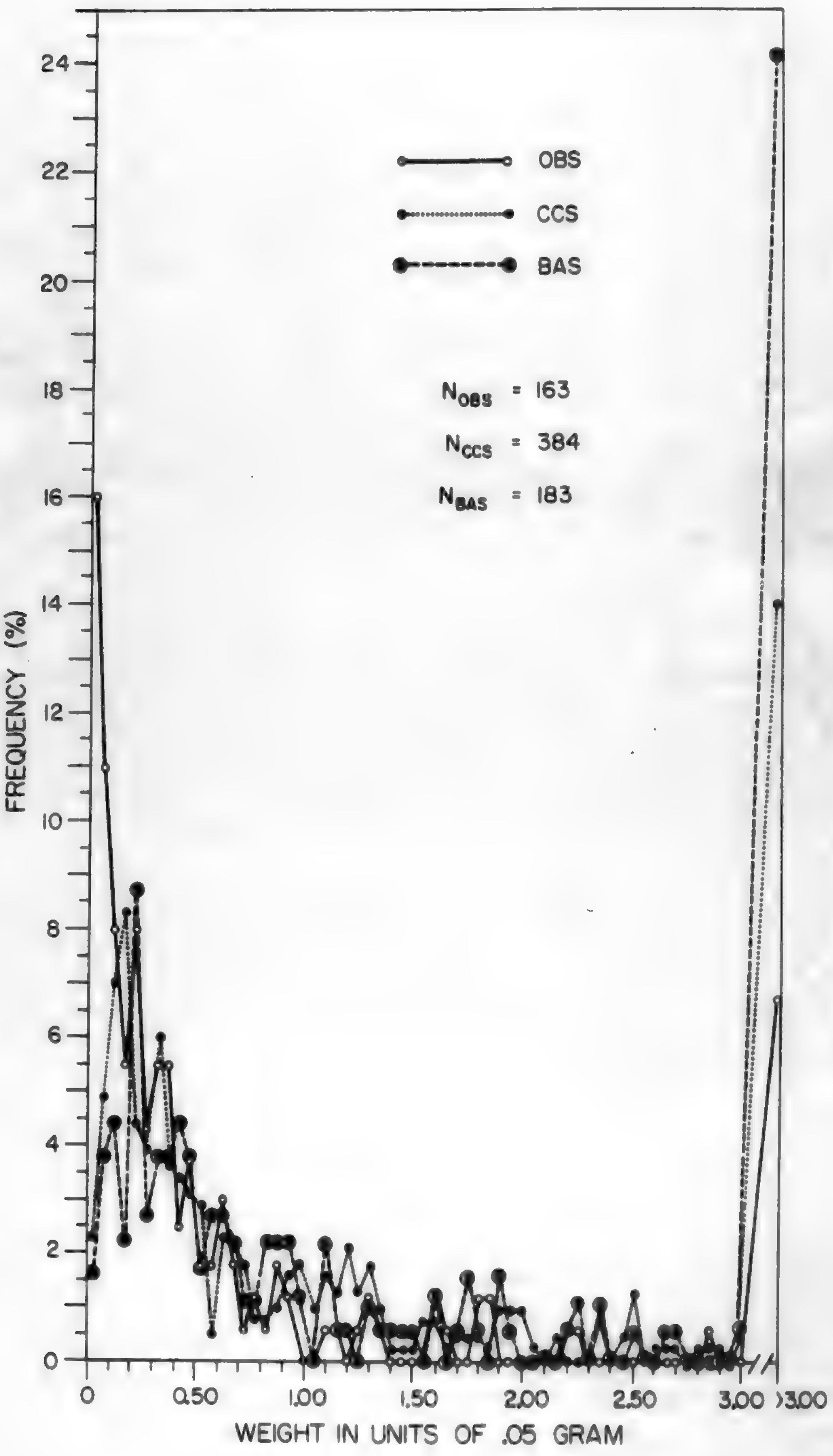


Figure 8. Debitage: Weight Frequency Distribution by Raw Material.

Table 10. Flake Unifaces: Distribution by Edge Type.

Edge Type	Ct.	%
1	8	17.4
2	6	13.0
3	13	28.3
4	8	17.4
5	1	2.2
6	6	13.0
7	3	6.5
8	1	2.2
Total	46	100.0

A comparison was made between the two major raw materials used for flake unifaces (obsidian and CCS) in terms of the edge type percentages. The result was that no significant differences between the two materials could be found. It seems possible that larger sample-sizes might have revealed some significant differences. One interesting difference between the two materials does appear, however, when comparing them in terms of specimen weight. The eight obsidian specimens average 23.01 g, while the nine CCS specimens average only 15.49 g. This is surprising in view of the tendency for obsidian flakes to be smaller than those of CCS. The rather large sizes of the flake unifaces here is also interesting: normally these tools are not this much larger than the debitage (see weight frequency for debitage, Figure 8), and their large size here suggests a functional distinctiveness for the site.

The ratio of the number of edges to the number of specimens for the site (N/N_s = 2.56) seems fairly high by the standards of eastern Oregon, but is quite comparable to that for site 35CR20 on Mill Creek in central Oregon (2.60). This ratio is possibly a reflection of the availability of flakes of the sizes used for flake unifaces, with higher ratios resulting from lower availabilities (i.e., more re-use and re-modification of flake unifaces). It seems likely that large flakes were brought to the site for use as tools.

A co-occurrence analysis of edge types was performed, and the results showed only three cases in which the actual values differed significantly from those predicted on the basis of a random distribution, as summarized in Table 11. Edge types 2 (straight) and 4 (pointed by the intersection of two flaked edges) co-occur on the same specimen (combining adjacent and non-adjacent co-occurrences) significantly (p less than 0.10) more frequently than predicted by a random distribution. Edge-type pairs 1/3 and 4/7 are significantly more frequently adjacent than non-adjacent. In neither case does it seem likely that their tendency to be adjacent results from pure convenience, though in view of our ignorance of the actual uses of the edges we must leave open that possibility (see Pettigrew 1982:76-77).

Table 11. Flake Unifaces: Edge Type Pairs Significantly Different from Expected Frequency.

Edge Type Pair	Significance
1-3	+**
2-4	+*
4-7	+***

* Greater than expected at p less than 0.10.

** Adjacent greater than non-adjacent at p = 0.1006.

*** Adjacent greater than non-adjacent at p = 0.0809.

ASSEMBLAGE PARAMETERS

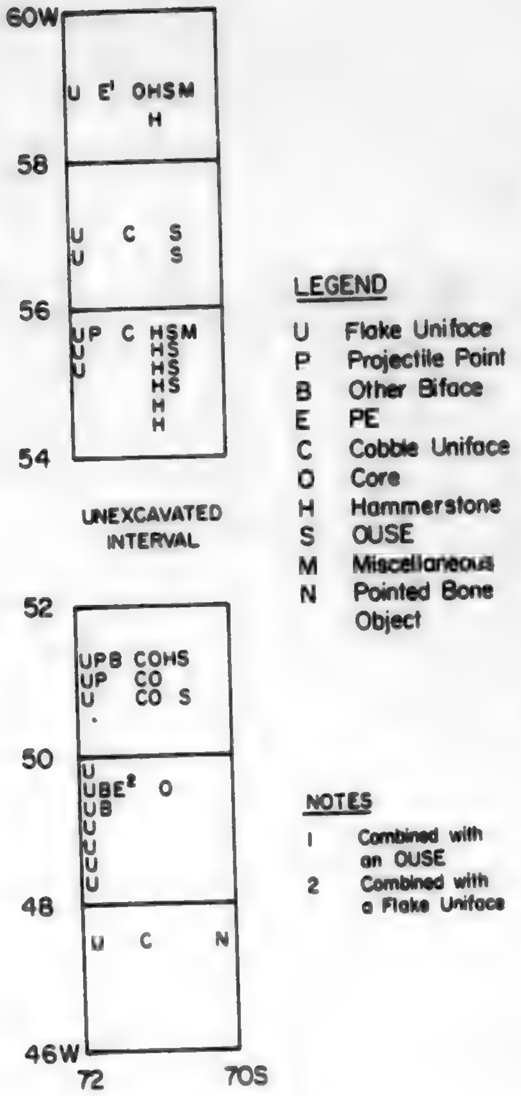
The inventory of both artifacts (objects) and tools is given in Table 2, which presents some interesting characteristics. The frequency of projectile points appears rather low (6.8%), while the percentages for cobble unifaces (10.2%), hammerstones (15.3%) and objects with used sharp edges (OUSE's) (16.9%) are rather high. Given the numbers of percussors and OUSE's, the near absence of anvil stones (one was left in situ at the site) is surprising, but the large numbers of tumbled stone slabs in the site vicinity may have rendered anvil stones in the site unrecognizable during the excavation. Perhaps also curious is the absence of burins, although this fact may be explained by the relatively small assemblage sample size.

The very low ratio of tools to objects is remarkable, and may result from a relatively low intensity of site use, infrequency of site re-visitation, or a low number of separate activities performed on the site. Also standing out in Table 2 is the very high ratio of debitage to cores (183). This fact may reflect in part the absence of CCS cores while CCS constitutes the majority of the debitage. It also may suggest that much of the debitage was not produced from cores at the site, but may have been brought to the site or produced by lithic reduction not involving cores, such as tool sharpening. Of course, the high ratio of debitage to cores may also result from a site sampling problem (there may be lots of cores elsewhere in the site), and the site's occupants may have removed cores from the site (perhaps carrying them back to their village or base camp).

DISTRIBUTION OF ARTIFACT CLASSES

Our analysis of the distribution of the tools in the site has provided evidence only of the one component indicated by the debitage analysis. Although attempts were made to find vertical patterning among the tools, only horizontal patterning could be found. Consequently, discussions in this section will focus on horizontal patterns.

Figure 9 gives the distribution of tool objects by excavation unit. Inspection of the distribution suggests that the eastern and western halves of the excavation differ considerably, with percussors and OUSE's concentrated in the west, and cores, bifaces and flake unifaces concentrated in the east. In order to objectify this observation, a co-occurrence analysis such as that used for the Mill Creek sites (Pettigrew 1982:35-37) was employed (this method is described in greater detail by Pettigrew 1983:29-40).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46W
72
70S
LEGEND
U Flake Uniface
P Projectile Point
B Other Biface
E PE
C Cobble Uniface
O Core
H Hammerstone
S OUSE
M Miscellaneous
N Pointed Bone Object
NOTES
1 Combined with an OUSE
2 Combined with a Flake Uniface

Figure 9. Distribution of Tool Objects by Excavation Unit.

Co-occurrence analysis in this case compares the actual co-occurrence frequency of all possible pairs of tool classes with the co-occurrence frequency predicted for a purely random distribution of artifacts throughout the site, and produces clusters of tool classes that co-occur more frequently than expected. By plotting the distribution of these co-occurrence clusters of tool classes, we may hope to maximize our resolution of the spatial patterning of tool classes in the site. This procedure produced very practical results from site CR20 at Mill Creek (Pettigrew 1982).

After an initial attempt to pattern the analysis using unit levels as our co-occurrence units, we realized that the number of co-occurrence units relative to the assemblage sample size was excessive and produced weak results. We then shifted to excavation units as our co-occurrence units, producing the much stronger results shown in Figure 10, the dendrogram showing the clustering of tool classes. This dendrogram was created from the co-occurrence z-score matrix (Table 12) describing the actual significance of each possible pair's co-occurrence frequency. The degree of stress in the dendrogram (the degree to which the dendrogram does not reflect the patterns expressed by the z-score matrix) is not great, indicating that the dendrogram is a good portrayal of the patterns in the raw data.

The dendrogram (Figure 10) can be said to define three clusters of tool classes, a flake uniface (FU) group (n = 22), containing flake

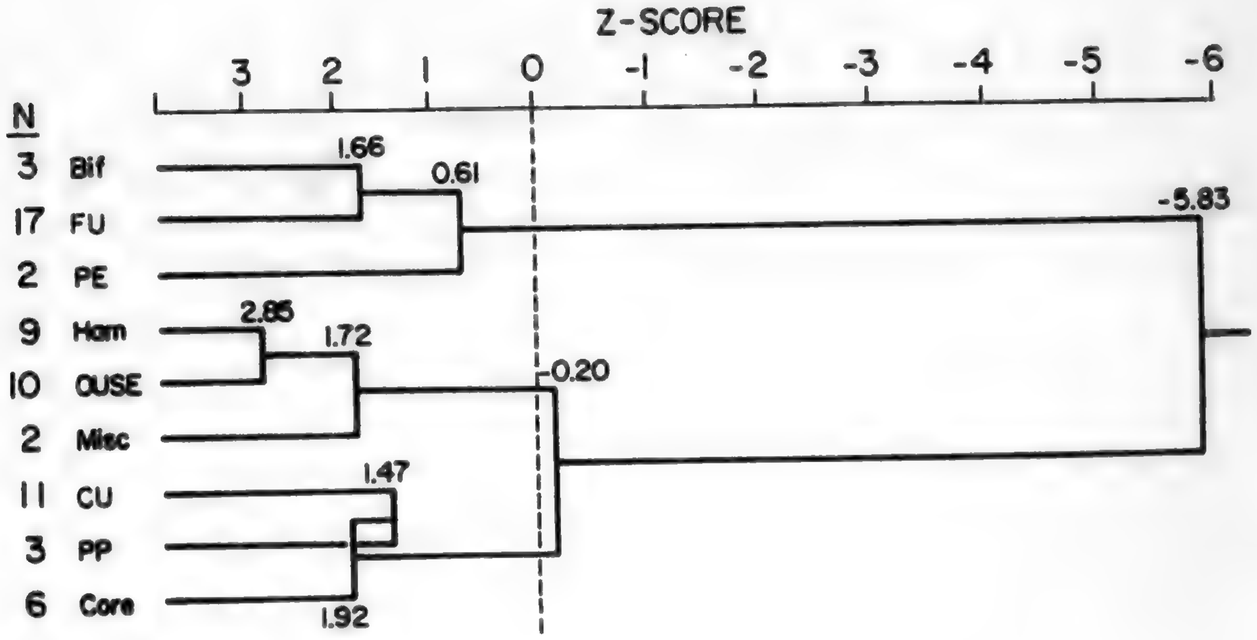

Figure 10. Co-occurrence Dendrogram for Tool Classes in Excavation Units.

unifaces, bifaces and pieces esquillees, a hammerstone (Ham) group (n = 21), containing hammerstones, OUSE's and miscellaneous tools, and a core group (n = 13), containing cores, cobble unifaces and projectile points. Of these groups, the FU group (composed entirely of flake tools) is the most clearly separate from the rest, which are mostly cobble or core tools. The Ham group is the most tightly knit internally, with the great majority of its specimens linked together in the Ham and OUSE classes at a z-score of 2.85, the highest positive association in the z-score matrix (Table 12).

Comparing the dendrogram and the z-score matrix, we can see that nearly half of the stress in the dendrogram is caused by the linkage of projectile points to the core group. The matrix indicates that the projectile point class has positive z-scores with respect to bifaces, PE's, hammerstones, and OUSE's, despite a negative linkage between the core group, to which projectile points belong, and those other tool classes. These stresses are probably caused by the small sample size for projectile points (3), and give cause for some reservation about the placement of the projectile point class in the dendrogram. It seems reasonable to suspect that a larger sample size for projectile points would cause that class to link with the rest of the flake tools, though no evidence (other than morphology) directly suggests this.

Table 12. Co-occurrence Z-scores Matrix for Tool Classes in Excavation Units.

	FU	PP	OFB[1]	PE	Co	CU	Ham	OUSE	MiFS[2]
FU	-0.3	-0.5	1.7	0.4	-1.5	-1.2	-1.7	-1.7	-1.5
PP		0.1	0.1	0.6	1.3	1.5	0.9	1.0	-0.2
OFB			0.1	0.6	-0.4	0.3	-4.5	-2.9	0.6
PE				0.4	0.9	-0.6	-1.2	-3.1	0.2
Co					-0.4	1.4	-0.7	0.2	-1.4
CU						0.8	-1.0	-0.4	-0.6
Ham							2.0	2.9	1.6
OUSE								0.5	0.8
MiFS									0.4

[1] "Bif" in Figure 10.

[2] "Misc" in Figure 10.

Classifying the tools according to the three co-occurrence groups allows the production of Figure 11, which plots the distribution of those groups across the excavation units. Here we can see that the FU group tends rather strongly to be located in the eastern half of the excavation, especially in unit 48-50W; the core group is concentrated in unit 50-52W and only lightly scattered elsewhere; and the Ham group is heavily biased toward the western end of the excavation, especially in unit 54-56W. This distribution has much in common with the spatial patterning found for Site CR20 at Mill Creek (Pettigrew 1982:36-37), where percussors were part of one co-occurrence group, cores part of another, and FU's the heart of another. In that case, as here at the Canyon Creek Site, the three groups were spatially separable and seemed to describe functionally distinct areas of the excavation trench. The potential functional significance of these patterns will be discussed below in the concluding section.

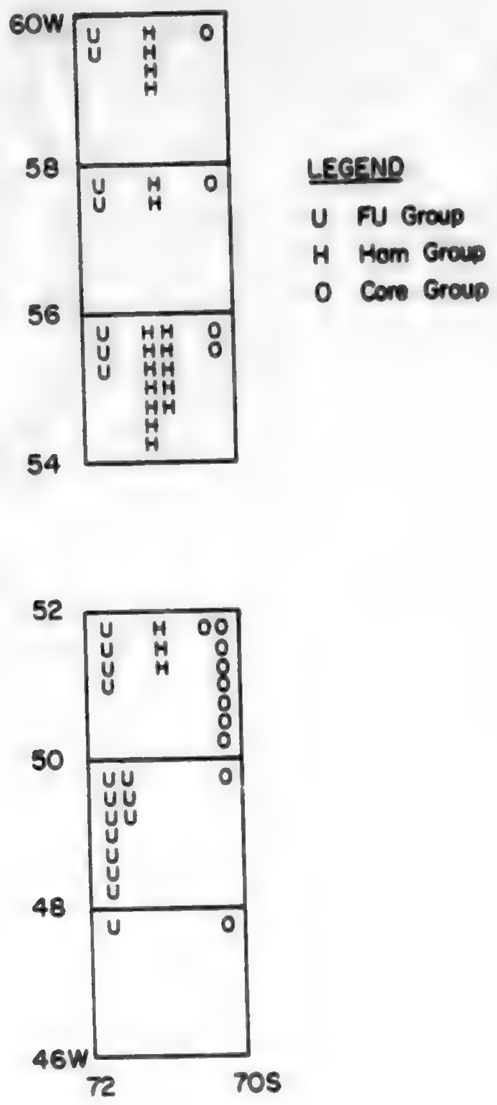

Figure 11. Distribution of Co-occurrence Groups Across the Excavation Units.

PREFERENCES OF RAW MATERIAL

Table 13 lists the artifact classes by their raw material counts and percentages. The principal pattern that emerges from inspection of the table is that the greatest differences are those between cobble tools (mostly basalt) and flake tools (mostly CCS and obsidian). Cobble unifaces, percussors, OUSE's and miscellaneous tools are almost exclusively basalt, while flake unifaces, projectile points, other bifaces, and PE's are almost exclusively of the finer-grained materials. Only cores are evenly divided between the two general raw material groups. As has been demonstrated for other locations (Pettigrew 1982:40), the makers of stone tools at the Canyon Creek Site had very clear raw material preferences.

Table 13. Frequency of Lithic Artifact Classes by Raw Material.

Artifact Class	Obsidian		CCS		Basalt		Other		Total	
	Ct.	%	Ct.	%	Ct.	%	Ct.	%	Ct.	%
FU	9	50.0	8	44.4	1	5.5	0	0.0	18	99.9
CU	0	0.0	0	0.0	5	83.3	1	16.6	6	99.9
PP	2	50.0	2	50.0	0	0.0	0	0.0	4	100.0
OFB	2	66.7	1	33.3	0	0.0	0	0.0	3	100.0
PE	0	0.0	1	50.0	0	0.0	1*	50.0	2	100.0
Co	0	0.0	2	50.0	2	50.0	0	0.0	4	100.0
Ham	0	0.0	0	0.0	7	77.7	2	22.2	9	99.9
OUSE	0	0.0	1	10.0	8	80.0	1	10.0	10	100.0
MiFS	0	0.0	0	0.0	2	100.0	0	0.0	2	100.0
Total	13	22.4	15	25.9	25	43.1	5	8.6	58	100.0

*petrified wood.

Within those groups of tools made mostly of finer-grained materials, however, no clear biases toward either CCS or obsidian can be observed. These two materials are nearly equally represented among both unifacially and bifacially flaked tools. This balance is surprising when compared with sites in other parts of Oregon (e.g., Pettigrew 1979:54, Pettigrew 1982:40-41), where a given stone tool class usually tends strongly toward a single raw material. Particularly, where obsidian is plentiful, projectile points and other formed bifaces tend to be made of that material. That such tendencies are apparently absent at the Canyon Creek Site can be explained (whether by functional, geographical or temporal arguments) only when more sites in this region are investigated and compared.

CHRONOLOGY

Temporal estimation of the occupation of the Canyon Creek Site with present information can at best be made with only little confidence, although it may eventually be possible to posit an accurate date. This unfortunate state of affairs is the result of a very small sample of projectile points, and charcoal samples too small for standard radiocarbon assay.

Without radiocarbon dates, the projectile points offer the only means of estimating the age of the site. Of the four specimens recovered, one is a small, corner-notched point (Type RGC), one a broad-necked, shouldered, non-diverging stemmed point (Type GCS), and two moderately large foliate points (Type WL). On the basis of temporal information about these styles in adjacent areas we can attempt to cross-date the site. Type RGC, the first narrow-necked point type to appear in adjacent sequences, probably marks the appearance of the bow and arrow in this part of North America, an event that has been estimated to have happened between 2,000 and 2,500 years ago on the Lower Snake River (Brauner 1976:320-321). The first narrow-necked points appear at Dry Creek Rockshelter near Boise, Idaho, in a level dated to 450 B.C. (Webster 1978:29), a similar style was dominant at Mill Creek east of Prineville, Oregon, by A.D. 290 (Pettigrew 1982:42), and narrow-necked points appear at Dirty Shame Rockshelter in the Owyhee Basin of extreme southeastern Oregon in levels dated some time after 750 B.C. (Aikens, Cole and Stuckenrath 1977:22). It seems doubtful that the small point at Canyon Creek was deposited there earlier than about 500 B.C.

The broad-necked point is more difficult to estimate because the style is less distinctive and the periods in which such points were popular are less well dated. Generally similar points are found in the Tucannon Phase on the lower Snake River (Leonhardy and Rice 1970:11-14), between about 3,000 and 500 B.C., the same temporal range suggested for Type GCS in the Great Basin on the basis of information from Central Nevada and elsewhere (Pettigrew 1985). The foliate points (Type WL) are also difficult to cross-date, in this case because foliate styles appear to cover a wide temporal range in the Pacific Northwest. On the lower Snake River (Leonhardy and Rice 1970:6-11) this general class of points typifies the Cascade Phase (6,000 B.C. to some time after 3,000 B.C.), though it also appears earlier in the Windust Phase. Brauner (1976:289-295) appears to indicate that willow-leaf-shaped points persisted on the lower Snake River to about 2,000 B.C., and some are present in the Hatwai III assemblage (Ames, Green and Pfoertner 1981:-105), dated between 5,050 and 3,100 B.P. (3100-1150 B.C.). Temporal information on foliate points from the northern Great Basin is very scant. The large Cougar Mountain points are considered to have been in use around 6,500 B.C., while the smaller Cottonwood Leaf-shaped and Cottonwood Bipointed are estimated to date from A.D. 900 to historic contact (Heizer and Hester 1978:11-16).

Were it not for the presence of the small corner-notched point in the Canyon Creek Site assemblage, it would seem reasonable to argue for an occupation somewhere within the range from 3,000 to 2,000 B.C., when both foliate and broad-necked, non-diverging stemmed points such as those at the Canyon Creek Site were apparently in use on the lower Snake River. The small point seems to contradict this estimate, since it probably was not deposited on the site before about 500 B.C. Two logical solutions are apparent: either the small point is intrusive in the assemblage, having been deposited well after the main occupation of the site, or stylistic change in this region was more conservative than that to the north (on the lower Snake River). This means, then, that the site may have been occupied within the period 3,000-2,000 B.C. mentioned above, or at some time shortly after about 500 B.C. This mode of estimation, on the basis of cross-dating with such a small sample of projectile points, is of course very uncertain and the estimate very tentative.

Charcoal was found in the site, some of it in concentrations (especially in Feature 2), but the samples that could be obtained were too small for standard assay. When the new method for radiocarbon dating, based on mass spectroscopy, becomes more available, a more reliable age for the site may be gotten. This same new method can also be applied to the faunal remains found at the site. Eventually, when an obsidian hydration rate is determined for this region, measurements of hydration rinds from obsidian specimens in the assemblage may further contribute to dating the site occupation.

SUMMARY AND CONCLUSIONS

EFFECTS OF DISTURBANCE ON THE ARCHAEOLOGICAL RECORD

However the evidence from the Canyon Creek Site is interpreted, consideration must be made of the effects of disturbance on the cultural deposit during and since the site's occupation. We must try to distinguish between patterns relating to site activities and patterns caused by subsequent alteration, and attempt to extract from the complex and potentially confusing data some semblance of meaning about the life and times of the site's users (see, e.g., Schiffer 1983).

Leaving aside for the moment the problem of disturbance on the site during its occupancy, at least two natural agents of disturbance appear to have affected the cultural deposit. The most obvious of these is the slumpage of the excavated area of the alluvial fan. The slope thus created made excavation of the site more difficult, particularly because more care had to be taken to maintain vertical control. Except for a change in the slope, however, slumpage did not appear to have altered the basic structure and integrity of the cultural deposit. The change in slope probably was a precondition for the creation of the gullies that dissected the cultural deposit, thus destroying part of the site and limiting the area that could be chosen for excavation. Even so, these gullies did not disturb the placement of objects and features in the excavated area.

No doubt a much more significant disturbing agent were the burrowing rodents whose runs (krotovina) were often noticed in the floor and walls of the excavation, and some of whose bones were found among the faunal debris. Disturbance by burrowing rodents is a very common, and perhaps the principal, natural cause of disturbance in Oregon archaeological sites (Pettigrew 1980:68; 1982:22-26, 56-57), and is believed to result in a diffusion of cultural objects from their original locations in a cultural deposit (loc. cit.). The effect of such diffusion is to distribute cultural objects throughout the fill, and the most noticeable alteration should be in the vertical dimension: a thin cultural layer will be made to appear much thicker. As at Site CR20 on Mill Creek (loc. cit.), an analysis of the distribution of heavy and light flakes was performed. The results indicated that heavy flakes were inordinately concentrated in Level 2 (tables 5 and 6), suggesting that that level was the zone of primary deposition.

Other evidence, however, appears to conflict with that interpretation. Particularly, the stone features represented what was interpreted to be a living floor in Level 4, and the debitage frequency peaked in levels 3 and 4, not in Level 2 (Table 7). We would have expected the heavy flakes to be concentrated near the top of the stone features, where the debitage frequency is greatest and where evidence of actual human activity is focused. Two factors may be skewing our results. First, Stratum 1 was removed without screening in the western half (54-60W) of the excavation, and the first three levels were unsifted in unit 56-58W. Consequently, the debitage counts by level are not normed for excavation volume. If we assume that the Level 2 counts have been depressed by one-fifth by lack of sifting in the western half of the site by comparison with levels 3 and 4 (this is probably an exaggeration of the actual loss of volume), then the corrected debitage count for Level 2 would be 149 instead of 119, still less than the counts for levels 3 (182) and 4 (164). Levels 3 and 4 still would dominate the flake counts.

The second possibly skewing factor is the variable thickness of Stratum 1 (as much as 15 cm in the western area, tapering to zero in the easternmost unit) resulting in a possibly varying depth for the living floor. Although no features were found in the two easternmost units we might surmise that the living floor there was in Level 3 instead of Level 4, thus raising slightly the level of the zone of primary deposition. Such may be the cause of the higher flake count for Level 3 over Level 4, but it does not explain the concentration of heavy flakes in Level 2.

Another factor, though speculative, may explain the apparent discrepancy. Stratum 1 was almost certainly deposited on the site during highway construction, and the top of Stratum 2 was thus the original surface before the highway was built. It is likely that the cultural deposit was covered by colluvium in the centuries and millenia following the site's occupation. After the slumpage occurred (and we have no good evidence for the age of that event, though the active nature of the gullies suggests that it may have been fairly late in the site's existence), slopewash likely became erosional, causing some deflation of the surface, washing away the lighter objects and leaving behind an inordinate proportion of heavy flakes at or near the surface. This surface was then covered by overburden during road construction and buried to an average of 10 cm deep, approximately to the top of Level 2 where the concentration of heavy flakes was found. What we may have found in Level 2, then, was not a zone of primary deposition but rather a zone of deflation. This is not possible to demonstrate unequivocally, but is a likely explanation for the patterns observed.

Besides slumpage and burrowing rodents, other natural disturbing agents may have contributed to entropy in the cultural deposit. Frost heaving, for example, cannot be discounted, though we have no direct evidence that it took place; winters can certainly be cold enough in the region for this phenomenon to occur. Root activity probably also disturbed the site to some extent. Both factors would have effects similar to rodent burrowing, i.e., causing diffusion of cultural objects.

Another effect of these agents of disturbance is the disintegration of charcoal concentrations. This effect has been noted at the Hager's Grove sites (Pettigrew 1980:60-62), and is probably important wherever burrowing rodents are active. Bits of charcoal were plentiful at the Canyon Creek Site, and the cultural deposit was clearly charcoal-stained when viewed in profile, yet charcoal concentrations were remarkably rare (Feature 2 being the primary exception). Some charcoal chunks were recorded among the stones of features 1 and 6 (the two largest stone clusters), and stones in the features often appeared fire-spalled. The rarity of charcoal concentrations and the presence of scattered charcoal bits throughout the excavation appears best explained by natural disturbance of charcoal concentrations deposited during occupation.

HUMAN USE OF THE SITE

The evidence from the Canyon Creek Site is completely consistent with the interpretation that its primary economic function was as a hunting camp. This not-so-surprising inference should not be taken as a complete description of the tasks performed on the site, however. Certainly the lack of tools (e.g., grinding tools) clearly used for other purposes, the presence of a faunal assemblage of prey animals, and the lack of floral remains effectively eliminate other potential interpretations of site function, but a hunting camp could have been the locus of a variety of activities, and each activity may be identifiable by its signature in the artifact and feature assemblages.

The patterns found at the Canyon Creek Site can be profitably compared with those found at the Mill Creek sites (Pettigrew 1982) of central Oregon. The three components analyzed there were similar to the Canyon Creek Site in that they possessed features of clustered stones and patterned distributions of faunal remains, cobble tools, flake tools, and debitage, lacked evidence of vegetable collecting or processing, and were located on low-elevation tributaries of major streams. Analysis of the tool distribution shows that the Canyon Creek Site resembles the Mill Creek sites also in terms of its three co-occurrence tool clusters: both localities have a group of flake tools (the flake uniface group), a group of heavy cobble tools (the anvil group at Mill Creek, the hammerstone group at Canyon Creek), and a group including cores. At both localities the flake tool group and the heavy cobble tool group show quite distinct distributions in the site, suggesting the functional distinctiveness of spatially separate activities.

The major activities discussed for the Mill Creek sites were butchering, cooking, a general set of maintenance activities involving flake unifaces, PE's and burins, and a specific set of maintenance activities involving the manufacture and repair of projectile points and bifaces. Butchering was seen to involve the use of anvil stones and crude cutting tools (such as OUSE's). Cooking was associated with percussors, anvil stones, hearths, cooking stones (for stone boiling), and bone fragments. The specific set of maintenance activities (relating to the sharpening and repair of bifaces and points) was distinguishable only by the concentration of obsidian debitage.

The patterns of artifacts and features at the Canyon Creek Site can be interpreted in much the same way. The greatest concentration of OUSE's is in unit 54-56W (Figure 9), in the vicinity of Feature 6, which also produced the only clear anvil stone of the excavation. This is the most likely locus of butchering activity in the excavated area. For cooking activities, the pattern is less obvious, though still interpretable. The greatest concentration of bone fragments is located in unit 48-50W, and Feature 1, a very likely hearth area with plenty of potential cooking stone, is located in adjacent unit 50-52W. These two units are not, however, characterized by a high frequency of hammerstones and anvils; in fact, between the two of them they have only one hammerstone and no anvils. A possible solution to this apparent lack is that among the numerous stones in Feature 1 some were used as hammerstones and anvils but not recognized in the field as such. This is not unlikely, especially since most stones exhibited some attrition that was in most cases attributed to natural tumbling. Another possibility is that features 6 and 1 were actually connected through the unexcavated unit 52-54W (see Figure 1). Bone fragmentation may have been carried out more on the west side of the feature (unit 54-56W is noted for an abundance of hammerstones and the only anvil recognized in the site), stone boiling could have been performed at any location around the rock cluster (charcoal was found in both Feature 1 and Feature 6), but bone discard was limited to the eastern margin of the feature. This concentration of discarded bone fragments is very similar to that seen at site CR20 at Mill Creek (Pettigrew 1982:157-159), except that the bone there co-occurred with percussors and anvils.

General maintenance in the excavation trench appears to have been concentrated mostly in unit 48-50W, where the flake uniface group is focused (Figure 11). Interestingly, this unit also possessed the greatest density of faunal debris (Figure 7) and lithic debitage (Table 8), suggesting it was the area of greatest and most diverse activity, though it is not necessary to posit that the different activities represented there (e.g., bone discard, stone flaking, and general maintenance) were functionally interdependent.

Specific maintenance of bifaces and projectile points may not be as easy to interpret here as at Site CR20, because CCS and obsidian were used in comparable proportions for these tools (as well as other flake tools) at Canyon Creek, and so the distribution of obsidian debitage alone may not fully reflect the activity. Although the ratio of obsidian to CCS debitage is greatest in the western area of the excavation (Table 8), the greatest counts of obsidian and CCS both are in unit 48-50W. Biface maintenance may have been concentrated there along with the other activities listed above, although at no specific location does it appear to have been extremely intense. That obsidian had a more specialized, and CCS a more diverse, set of uses may, however, be indicated by the differences in weight frequency spectra between the two materials (Figure 8), with obsidian biased considerably more than CCS at the lowest weights. It is possible that the differences between the materials in this regard are the result of different breakage properties; this possibility can only be tested by experimental evidence.

The general pattern that emerges from these analyses appears to indicate that the Canyon Creek Site was a temporary hunting camp (as opposed to a primary base camp, where the assemblage would be expected to be much more diverse and numerous) used for brief periods of time primarily to dismember carcasses of large mammals such as deer and elk prior to their removal to more permanent sites. These animals dominate the faunal assemblage, where there appears to be some bias against vertebrae, pelves and ribs. The location of the camp may have been chosen because it was in the vicinity of the kills, it had good availability of stones that required little modification prior to their use as anvils, hammerstones and cleavers needed for butchery and use as well as cooking stones to boil off the bone grease. The presence of permanent water was no doubt also an important factor.

A minimum amount of finer lithic materials (obsidian and CCS) was brought to the site for uses that required these materials. Certainly no quarrying of finer-grained materials was carried out from the site, since flakes with cortex are so very rare and the weight frequencies of these materials are heavily biased at the low weights. Much of this fine-grained material was brought to the site as unformed tools (especially flake unifaces) and cores for the production of unformed tools. The rather small number of projectile points and other formed bifaces suggests that such tools were not readily discarded at this site, since they probably had, of all the lithic objects brought to the site, the greatest value to the site's users.

Among the unformed tools made of fine-grained materials, there may be some functional differences indicated between obsidian and CCS. For example, CCS flake unifaces are more frequently retouched than obsidian, and obsidian flake unifaces are heavier than their CCS counterparts. This is what we would expect if obsidian were more often used for cutting (because of the natural sharpness of its unmodified edges) and CCS more often used for scraping, drilling and engraving (because of its less brittle nature).

Unmodified flake tools were apparently brought to the site or produced from cores on the site rather than being selected from among the site debitage. This is indicated by the fact that flake unifaces are much larger even than the flakes in the heavier portion of the debitage weight spectrum (an unusual pattern among sites so far studied), and also by the very high ratio of debitage to cores (Table 2). Thus, the fine-grained debitage appears to be mostly the waste product of other activities rather than the result of attempts to produce usable flakes.

The importance of butchering activities at the site is supported by the rather high percentages of hammerstones and OUSE's. Somewhat surprising in this context is the failure of cobble unifaces to cluster with OUSE's, with which they share sharp edges that could have been used as butchering cleavers. Instead, cobble unifaces co-occur (mostly on unit 50-52W) with the core group, including cores and projectile points (the latter tool class, as indicated in an earlier discussion, shows signs of ambiguous clustering, and its presence in the core group is not considered to result from functional interdependence). This kind of patterning suggests that the tools interpreted as cobble unifaces and suspected to be cutting tools were actually cores, produced to make usable basalt flakes. This makes sense when one considers that cobbles with naturally sharp edges are readily available in the site vicinity, making it perhaps unnecessary to modify cobbles for that purpose. Small and sharp basalt flakes, however, do not occur naturally in large numbers, so that their production may have been a useful activity. This suggestion is supported by the fact that basalt flakes are the largest in size of all lithic materials (Figure 8).

Not only does the use of the site appear to have been functionally quite specific, but the intensity of use appears to have been moderately low. That is, the evidence suggests that the site was used by small groups of people (i.e., several hunters) at a time, and that the frequency of use or number of visitations was fairly low. Because there are too many variables for which to control (such as the artifact deposition rate, number of people per visit, number of days per visit, and variations in site density), it is not possible to specify the frequency or duration of site use with any reliability or precision. By comparison with hunting camp sites in our experience, however, this site was not a primary base camp, and was probably used for short periods of time and only on occasions in which the site location was convenient. Such limited re-use of the site is supported by the fairly low quantities of lithic debitage and tools (Table 2), the low ratio of tools to tool objects (Table 2), and the rather small quantity of faunal remains (Table 3). Somewhat at odds with this interpretation is the fairly high ratio of flaked edges to specimens among the flake unifaces (Table 10), but this fact may be explained perhaps by the low availability of large obsidian and CCS flakes on the site.

THE PLACE OF THE SITE IN REGIONAL PREHISTORY

When asked to fit the Canyon Creek Site into the prehistoric cultural patterns known for the Malheur River Basin we are at an immediate disadvantage, because this region is very poorly documented archaeologically. Therefore, much of this discussion must be speculative and hypothetical, if only to provide a framework with which new data may be compared.

The site itself offers some clues to its place in the prehistoric socioeconomic system. Clearly, it was used as a temporary hunting camp, suggesting that the hunting of large mammals was at least a seasonally important activity at the time it was used. Its location near the lower end of Canyon Creek and the evidence for selective disposal of skeletal parts suggest that the base camps or villages of its users were in the lowlands, probably either in Willow Creek Valley or on the Malheur River to the south, and possibly even on the Snake River only about 18 miles (29 km) to the east. Whatever the bounds of their territory, it was one in which obsidian was possibly somewhat more expensive than CCS, as indicated by the facts that the total weight of obsidian debitage at the site was considerably less than CCS, that obsidian flakes were on average considerably smaller than CCS flakes, and that CCS flakes were significantly more frequent on the site (this assumes, of course, that the excavation area was representative of the site as a whole, which has not been shown without doubt).

We must expect that activities not expressed at the Canyon Creek Site should have been carried out at other sites in the basin. For example, quarry sites and other lithic reduction sites must exist for the production of CCS, obsidian and basalt used for flaked stone tools. Wintertime living sites (whether in the form of small but intensively used base camps or larger and possibly permanent villages with house remains) should be expected, probably in the lowland areas with the mildest winter climate. Small base camps for the procurement of vegetable foods (mostly roots and seeds) and hunting might be expected at locations distant from the lowland winter camps. Fishing stations might be expected on the Malheur River and on tributaries, especially those with substantial salmon runs. Kill sites and hunting blinds might be expected where large game was hunted, particularly in the uplands. Ceremonial activities might be reflected by rock art sites and rock cairns. Cemeteries must also exist, though their outward manifestations are difficult to predict.

Many of these site types, as well as sites generally similar to the Canyon Creek Site, have been reported in the still very small literature on investigated sites in the region. A lithic reduction site (35HA70/1) for CCS cores is reported from the northeastern slope of the Stinkingwater Mountains (Pettigrew 1979). A large lowland site just east of Vale, the Moore Ranch Site (35ML66), may be a major base camp or conceivably a village site (Long 1974). By far the most frequently described sites are those that appear to be small camp sites used in procuring animal and vegetable foods. Newman (1964) describes six such sites in the Bully Creek Reservoir area northwest of Vale, two of which had grinding stones as well as flaked lithic debris. All of the eight sites reported by Mack (1975) northwest and southeast of Vale appear to fall in this category, even though two of them are rockshelters and five are categorized by Mack as quarry sites. One of these sites reportedly contained a grinding stone. Juntura Cave (Wells 1959), located in the Malheur River canyon just downstream from Juntura, produced a small excavated collection including flaked stone tools and two grinding stones. In the Stinkingwater Mountains, six sites on the northeastern slope appear to be small hunting camps without grinding stones (Pettigrew 1979).

It is interesting to note that the grinding stones so far reported in the literature from the region are all manos and metates. Aside from two questionable specimens called pestles from Juntura Cave (Wells 1959), one of which was stained with red ochre, no mortars or pestles are reported. Another interesting fact is that debitage raw materials are quite variable from site to site: obsidian, CCS and basalt are each dominant at some sites and minimally represented at others, possibly suggesting functional variation from site to site (raw material availability is another possible factor, though less likely unless sources of different raw materials are widely scattered). Clearly we have much to learn about these small procurement sites and about land use patterns in general.

In an effort to assess the current state of knowledge about site distributions in the region, we reviewed the Oregon Archaeological Survey files of OSMA for sites within the Malheur River drainage area. A total of 81 prehistoric sites is recorded in the area. Of these sites, we have classified 29 as small (less than 10,000 square feet in area), 28 as large (10,000 square feet or more), and 24 as special function sites (apparent quarries or hunting blinds). Interestingly, while 33 of the 57 large and small sites are on or near water sources (streams, lakes or springs), only eight of the 24 special sites have this attribute (difference significant by chi-square at .05 level). Our simple analysis reveals no gross differences between the large and small sites.

The spatial distribution of recorded sites appears to reflect survey sampling bias rather than the actual distribution of prehistoric sites. Sites are located in clusters where surveys have been conducted, such as two major concentrations east of the South Fork Malheur River where BLM surveys have been conducted, a small cluster in the uplands near the northwestern extremity of the drainage area where Forest Service surveys have been carried out, and areas northwest and southeast of Vale where reservoir (Bully Creek) and BLM surveys produced site records. We conclude that site distribution patterns are still very poorly understood in this part of Oregon, leaving a wide latitude, but little empirical support, for potential hypotheses about prehistoric man-land relationships.

While the distribution of known sites in the drainage area may offer us some ideas about prehistoric land use patterns, that kind of data falls far short of answering the questions about which we should be concerned. Of particular interest is the nature of, and possible changes in, prehistoric socioeconomic systems. It has been the habit among anthropologists to consider the Malheur River Basin as part of the Great Basin Culture Area (Kroeber 1939:53; Stewart 1939; Boreson, Moody and Murphey 1979:99-114), with the concomitant assumption that the people who lived there had a small and rather dispersed population, a broadly-based economy, and a semi-nomadic lifeway similar to that commonly assumed for Great Basin peoples (Steward 1938). Questioning this concept, Pettigrew (1979:51-59) has proposed that the Malheur River Basin at one time was inhabited by people with a more plateau-like system, dependent upon salmon fishing and more highly nucleated into riverside winter villages. Such a notion is supported by the presence of substantial runs of Chinook salmon and steelhead in the Malheur River and its tributaries prior to their exclusion by irrigation projects in the late 19th century (Thompson and Fortune 1967:1), and gains further credence by the fact that ethnographic Plateau groups such as the Cayuse made regular use of the fishing grounds at the headwaters of the Malheur River (Suphan 1974:60) in early historic times.

This is not to say that we must frame the question in terms of the classic Plateau-Great Basin dichotomy. It is becoming increasingly evident that even in the Great Basin there existed varying degrees of sedentism (Fowler 1982, Madsen 1982), possibly even to the point of clusters of housepit villages (Pettigrew 1985). Potential sedentism is suggested closer to the Malheur River Valley by the rich grave goods located with a cluster of burials near Weiser, Idaho, only about 50 km west of the Canyon Creek Site (Harten 1975, Pavesic 1983). In this context, the very presence of substantial runs of salmon in the streams suggests that we should look for evidence of greater settlement nucleation than the classic Great Basin cultural model would lead us to expect, but we need not be forced to choose between two divergent models ("Plateau" and "Great Basin") for the prehistoric cultural system. Rather, we should be prepared to test the degree of nucleation, which may have fallen somewhere between the extremes of seminomadism and intense sedentism and which may have been variable through time. In fact, we have here an opportunity to put aside a priori notions of the nature of culture in this region and develop models which more closely relate to and depend on local data.

It is our suspicion that local culture at some time within the past 5000 years was to a great extent centrally-based and as sedentary as many places in the Plateau area, but important differences from the Plateau are already apparent in the yet meager data base. For example, it appears (but needs to be tested further) that small and medium-sized resource procurement camps away from the central bottomland are more numerous here than on the Plateau. Also, the numerous manos and metates suggest that seeds were a considerably more important food resource here than on the Plateau. Whether this results from a greater abundance of edible seeds, a lack of some higher-ranked resource such as roots, or a poor data sample is yet to be investigated.

Of course, until we have good control of chronology, and can discuss contemporaneity or temporal differences between sites, no investigation of more fundamental cultural questions is possible. Presently not a single radiocarbon date from the Malheur River drainage area has been reported, so that the only means yet used to date sites has been cross-dating by projectile point styles. That method, as necessary as it often is, can lead to substantial errors. Such an error is made by Long (1974) at the Moore Ranch Site, the largest and most productive site yet excavated in the region. There, Long estimates the age of the site to be between AD 500 and 1300 on the basis of a remarkably homogeneous assemblage of projectile points that are clearly very similar to Great Basin Elko Eared points, whose primary use probably took place between about 3000 and 2000 BP (Heizer and Hester 1978:5). This example illustrates the fact that a well-documented cultural chronology is a *sine qua non* of prehistoric research.

Another fundamental issue to be raised for the region is the ethnic identity of the prehistoric population. While the Northern Paiute apparently occupied the area at the time of historic contact, these Numic people quite likely arrived there not much before 1000 BP, replacing an earlier population (for a summary of the evidence, see Bettinger and Baumhoff 1982 as well as the "Archaeological Background" chapter of the present report). The means by which one extractive-level culture replaced another are unknown and somewhat controversial (cf. Simms 1983, Aikens and Witherspoon 1985), and the basic question, though on the surface a culture-historical one, has become heavily laden with processual theoretical significance. Recognizing the arrival of the Northern Paiute in the archaeological record, and characterizing the differences, if any, between the socioeconomic systems of the Numics and the pre-Numics, are research problems that cannot be avoided.

In the context of the Malheur River Basin, then, the Canyon Creek Site can be seen as an example of one kind of site, and represents a small set of activities (primarily selective butchering and cooking of animal carcasses, and tool maintenance) out of a much larger universe of activities that were carried out at a variety of task-specific sites. The place of the site in the settlement system, and the settlement system itself, cannot be known on the basis of current evidence, because research in the area has not been intense or organized to solve particular problems. The following section may help eventually to rectify this situation.

PROBLEMS IN MALHEUR RIVER BASIN ARCHAEOLOGY

The prehistory of the Malheur River Basin is among the least known of the major drainage basins of Oregon. This unfortunate fact is the result of historical factors rather than any lack of archaeological potential or importance. The data available there will doubtless prove to be as useful as data from any other comparable region for investigating variables relating to cultural evolution, settlement patterns, culture history, or other problem areas in research on extractive societies. The relative lack of previous investigation there can actually be viewed as a rare opportunity to build a foundation for interpreting regional prehistory. We can take maximum advantage of this opportunity, however, only by an organized effort to concentrate on a common set of problem areas. In that way we can assure that future research will be comparable and cumulative rather than competitive and non-complementary.

The problem areas listed below represent an effort to direct future research in a productive direction. We believe that these items are of prime importance and should be strongly considered by investigators in the area. Many of them have been discussed in earlier sections, but are presented here for the sake of completeness. No assumption is made that other potential problem areas are not important or that everyone must have the same orientation. These positive suggestions are a beginning, a baseline for further discussion.

1. The establishment of a cultural chronology is probably the most pressing need. Without a temporal framework, most other problem areas simply cannot be addressed. To establish this chronology, we need large, well-controlled assemblages, particularly of stylistically variable items such as projectile points, and plenty of radiometric dates. Stratified deposits will be of great use in this endeavor, as will hydration measurements on sourced obsidian.

2. A major ultimate goal is the description of settlement and subsistence patterns. On a more pragmatic and short-term basis, this means the classification of sites by their observable attributes, especially assemblage parameters and locational data. We should not classify sites in terms of assumed functions (since functional interpretation is a goal of the classification and therefore not to be assumed from the start) but rather by the evidence that they directly present to us (array of tool types, debitage characteristics, size, location, etc.). A particularly interesting problem for this area is the apparent high frequency of manos and metates and rarity of mortars and pestles. Does this imply a dependence on seeds as opposed to roots?

3. Related to the item above, but of particular importance, is the question of the existence of lowland winter village sites. The current archaeology of the region is somewhat unusual in that we seem to know more about small upland sites than large lowland sites. Much of our understanding of sociometric patterns, however, will depend on the nature of the lowland sites, which should inform us of the probable degree of settlement nucleation for a given prehistoric period. We know that pithouses exist on the Snake River Plain at Givens Hot Springs (Green 1982).

4. Also related to subsistence patterns is the important question of the intensity to which the fish resource was used. As noted earlier in this report, the presence of significant salmon runs in the 19th century suggests that salmon fishing may have been a highly productive aboriginal pursuit, perhaps enough so to have brought about a dependency upon it similar to that known for the Plateau. Therefore, efforts should be made to look for fishing sites at probable locations on the Malheur River and its main tributaries, and to evaluate all sites near those streams in terms of potential evidence for fishing. We should not expect evidence of fishing to be overwhelming, even at fishing camps, however: experience with areas where we know that fishing was a prime economic activity shows that evidence for fishing tends to be underrepresented in collections (Greenspan 1985, Limp and Reidhead 1979, Johnston 1984).

5. We should be particularly sensitive to evidence of cultural change. Several lines of evidence suggest that significant cultural change (not just ordinary stylistic change) should be demonstrable.

Both on the Plateau and in the Great Basin, for example, an increased dependence on plant foods and the first pithouses are apparent at some localities by about 5000 BP (Ames and Marshall 1980-81, Pettigrew n.d.). We should test that notion in this area as well. Cultural change also seems likely when we consider that salmon runs may have been variable, i.e., very productive in one period, less productive in another. This appears to be particularly likely in a river such as the Malheur, because of its distance upstream in the Columbia River drainage system, its smaller size than other major rivers, and the arid nature of much of its drainage basin (Schalk 1977:227). Another suggestion of possible cultural change is the probability of the Numic expansion into the region (as discussed in the preceding section). While this population replacement does not constitute a cultural change on the part of a single cultural group, it would appear so in the archaeological record, and perhaps was preceded by some cultural change on the part of the pre-Numics (such change may have been a precondition for the replacement).

6. Workers in the Malheur River Valley have an opportunity to begin the creation of a cumulative data base on regional prehistory. This goal cannot be reached by non-comparable archaeological site reports. In order to make assemblage descriptions comparable, artifact classes should be defined so that the classification can be replicated, and classifications should be constructed so as to be directly comparable to previous classifications. Otherwise our comparisons of assemblages, necessary to an explication of settlement patterns, will be as seriously hindered as has been the case too often in the past (Pettigrew 1982:66).

7. Site reports should include summaries of lithics data, such as raw material proportions, weight, flake stage, etc. Perhaps most of the sites found will be small and consist mostly of minimally modified debitage, and even larger and more complex assemblages will consist largely of such items. It already appears that debitage raw material proportions are quite variable in the region, suggesting that such data may offer important clues to functional and maybe temporal differences between sites (Pettigrew 1983; Hanes 1980) as well as information about economics and trade relations.

8. Regional prehistory should be constructed as much as possible on the basis of internal evidence alone, and should not depend strongly on models developed for adjacent regions such as the Columbia Plateau and the Great Basin. Nevertheless, comparison of the Malheur River Basin with the Plateau and Great Basin may be a useful means of understanding fundamental similarities and differences between these two culture areas and the possible range of variation within each. Such fruitful comparison cannot be made, however, by assuming that the local region was some sort of "peripheral zone," dependent on distant culture area hearthlands for its cultural character. To the contrary, the local culture must have been adaptive and internally consistent, and its similarity to adjacent areas resulted at least as much from similar cultural solutions to similar adaptive problems as from cultural mimicry.

APPENDIX

ARTIFACT LABELING SYSTEM AND LOT NUMBER CODE

Collected specimens are referred to in this report according to a tripartite labeling system. The first part is the site number, the second the lot number (from which the precise provenience within the site can be determined), and the third a unique specimen number. For example, specimen ML203-43-1 can be understood to derive from Site 35ML203, lot 43 (which includes one or more specimens from a particular provenience unit at that site), and to be the first specimen listed in that lot.

This appendix lists all the lot numbers from the Canyon Creek Site, and is intended to allow the reader to discover the particular provenience of any specimen mentioned in the report. The list of lot numbers follows, preceded by a legend showing the meanings of the abbreviations used in the list.

AH = Auger Hole
TP = Test Pit
W = West Coordinate
70-72S = South Coordinate

L = Level
S1 = Stratum 1
F = Feature

Lot #	Provenience
1	Shovel sample, 20-40 cm
2	AH2, 0-20 cm
3	AH3, 0-20 cm
4	AH3, 20-30 cm
5	AH5, 0-25 cm
6	AH7, 0-20 cm
7	TP1, L1, S1
8	TP1, L1, S2
9	TP1, L2, S2
10	70-72S, 46-48W, L1, S2
11	70-72S, 46-48W, L2, S2
12	70-72S, 46-48W, L3, S2
13	70-72S, 48-50W, surface
14	70-72S, 48-50W, L1, S1
15	70-72S, 48-50W, L1, S2
16	70-72S, 48-50W, L2, S2
17	70-72S, 48-50W, L3, S2
18	70-72S, 48-50W, L4, S2
19	70-72S, 48-50W, L5, S2
20	70-72S, 48-50W, L6, S2
21	70-72S, 48-50W, L7, S2
22	70-72S, 48-50W, L8, S2
23	70-72S, 50-52W, L1, S1
24	70-72S, 50-52W, L1, S2
25	70-72S, 50-52W, L2, S2

26 70-72S, 50-52W, L3, S2
27 70-72S, 50-52W, L4, S2
28 70-72S, 50-52W, L4, S2, F1
29 70-72S, 50-52W, L5, S2
30 70-72S, 50-52W, L5, S2, F1
31 70-72S, 54-56W, L1, S2
32 70-72S, 54-56W, L2, S2, F2
33 70-72S, 54-56W, L3, S2
34 70-72S, 54-56W, L4, S2
35 70-72S, 54-56W, L4, S2, F6
36 70-72S, 54-56W, L5, S2
37 70-72S, 56-58W, L4, S2
38 70-72S, 58-60W, L1, S1-2
39 70-72S, 58-60W, L2, S2
40 70-72S, 58-60W, L3, S2
41 70-72S, 58-60W, L4, S2
42 70-72S, 58-60W, L4, S2, F3
43 70-72S, 58-60W, L4, S2, F4
44 70-72S, 58-60W, L5, S2
45 70-72S, 58-60W, L5, S2, F3
46 70-72S, 58-60W, L5, S2, F5
47 70-72S, 54-56W, L5, S2, F6
48 71.06-71.13S, 56.22-56.26W, elevation 99.21 (single item)
49 70-72S, 58-60W, L6, S2
50 70-72S, 54-56W, L3, S2, F2
51 70-72S, 54-56W, L5, S2, F6

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Plate 1. Excavation Area and Site, with Willow Creek Valley in Left Distant Background. View to Northeast.

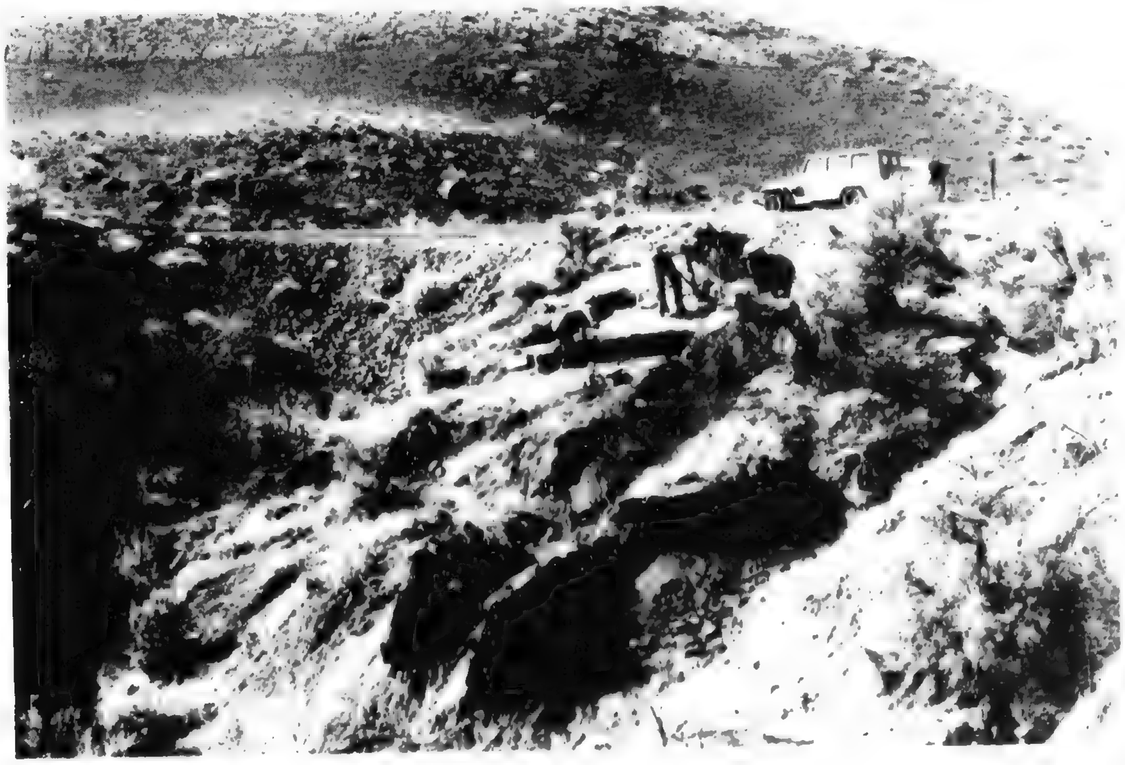


Plate 2. Excavation Area and Site, Showing Dry Gulch and Smaller Gullies. View to Southwest.

Plate 3. Projectile Points; Other Formed Biface; Pointed Bone Object. Actual Size.

Projectile Points: a-d

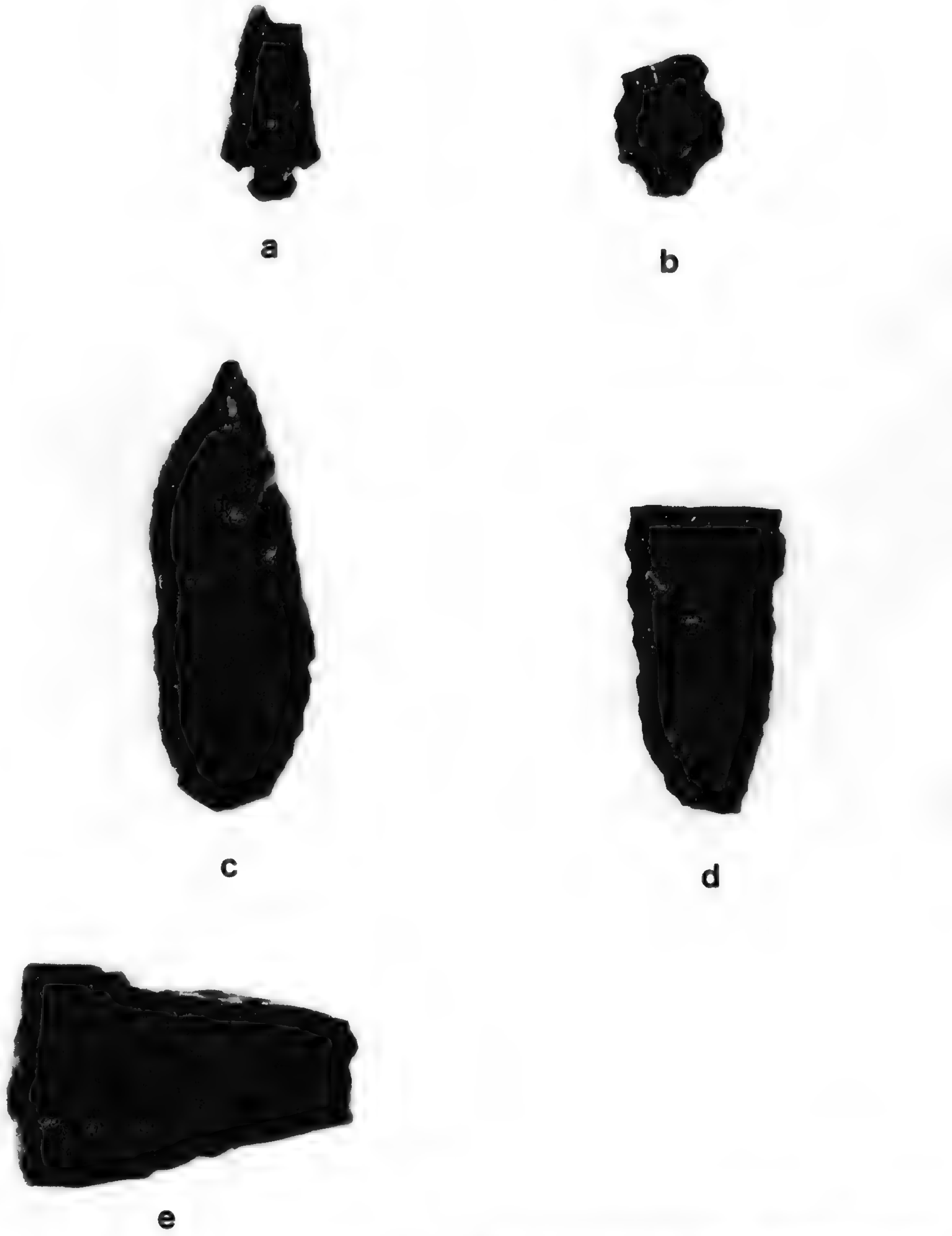
a. ML203-36-5
b. ML203-28-7
c. ML203-8-2
d. ML203-30-1

Other Formed Biface: e

e. ML203-16-3

Pointed Bone Object: f

f. ML203-10-2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STATE COPY

cy: OSHD (H S Coulter) 4-1-82

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 6	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 4-1-82	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. TQF-88-3(2)
COMPLETION DATE 7-16-80	ACCEPTANCE DATE BY CONTRACT AGENCY 6-17-81	TIME ELAPSED 384/500 = 76.8 %	CONTRACT TIME 500 CWD
APPROVED EXTENSIONS None	LOCATION Approximately 24 miles northwest of Vale, Oregon in Malheur County.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

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BROG~~R~~AN HILL-BROG~~R~~AN SECTION
JOHN DAY HIGHWAY
MALHEUR COUNTY
Grading, Paving and Structures

This project provided for the reconstruction of this 7.88 mile section of the John Day Highway. The work includes widening and straightening of the existing road and the construction of two reinforced concrete bridges.

NOTED
W. E. SCHWARTZ

The final cost of the original contract items was $3,306,299.67, or a 5.0 percent overrun of the contract bid amount which was $3,149,056.00. The final cost of the project, including all change orders and engineering, was $4,218,481.99, or a 4.3 percent overrun of the project authorization which was $4,043,239.00.

All participating work on this project has been completed.

The project signing and striping is complete.

A final inspection of the completed work was made on August 21, 1980.

The contractor filed a claim on the project in the amount of $844,502. The claim arose as a result of difficulties the contractor encountered during the production of the asphalt concrete mix. The circumstances regarding the substance of this claim are contained in the State's letter of 9-11-81 and other reports which have been made a part of this project file. Final settlement of this claim was $200,000 and was made part of the contract under Price Agreement No. 17.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4-12-82	TITLE Field Operations Engineer	DATE 4-12-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8880

GENERAL FILES

L

March 16, 1982

The Honorable Dennis L. Fuller
Baker County Judge
Baker County Courthouse
Baker, OR 97814

The section of US26, the John Day Highway, from Ironside to Brogan Hill, on which we cement treated the existing surfacing, has been a great success as far as strength is concerned.

As you may recall, this was an old, narrow, very weak section and we had considerable difficulty with it, especially when the frost was leaving in the spring.

The treatment used was to "rototill" the top six-inches of the old roadway and shoulders, including the old oil mat surface. Following this we add six-inches of new crushed base aggregate, add about six percent portland cement, along with sufficient water for hydration and this foot of material is mixed and then shaped and compacted. After the material was set, an emulsified asphalt type 0-11 oil mat was placed for a wearing surface.

The only problem we had with this section was that our specifications did not have sufficient control for the final shaping and trimming of the cement treated material, and we wound up with a rough riding highway.

I talked with Bob Hector, Region Construction Engineer in LaGrande and following a recent inspection trip through this section, he reports that there has been no break-up this spring and that the emulsion oil mat is performing very well.

Other similar type treatment on other highways in Eastern Oregon are also performing very well and we are well satisfied with the results of this treatment on appropriate sections of highway.

If you have any other questions concerning this type of treatment, I am sure that Bob Hector in LaGrande would be pleased to discuss it with you, either by phone or in person. You can reach him by phone at 963-3177.

H. S. Coulter, P.E.
State Highway Engineer
cc Fred D. Miller
bc W. E. Schwartz
C. T. Keasey

5550

TO BE COMPLETED BY FHWA	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 10 - 155		County Malhuer
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-88-3(2)
MODIFICATION NUMBER 2	10/26/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 16 , 19 81 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	~~$ 4,085,066.00~~	~~$ 4,222,000.00~~
Federal funds	$ 3,598,940.00	$ 3,719,580.00
Other revisions		

This modification is made for the following reasons: to include contractors claim settlement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October , 19 81 .

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	By *(Division Administrator)*
Asst. State Highway Engineer *(Title)*	For: Dale E. Wilken

~~XBY~~ For: H.S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 21, 1981

Federal Aid Project
No. F-88-3(2)

Brogan Hill-Brogan Section
John Day Highway
Malhuer County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 62+00 to Sta. 481+66.67)

Subtotal of previous estimate of July 11, 1980		$3,426,147.38

Additional Items

Contractors Claim Settlement (P.A. #17)	All Required	$ 200,000.00
	SUBTOTAL	$3,626,147.38
	Engineering	300,316.62
	TOTAL	$3,926,464.00

Type Code X080
Structure Br. #589A & 546A

Total the same as previous estimate of March 27, 1979	$ 295,536.00

Length of Roadway ---------- 7.864 miles
Length of Structure -------- 0.022 miles
7.886 miles

Cost of Roadway Per Mile ---$499,237.02

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,926,464.00	$3,459,213.00	$467,251.00
Structures	295,536.00	260,367.00	35,169.00
TOTAL	$4,222,000.00	$3,719,580.00	$502,420.00

Group 1 100%
Contract No. 8880
Prefix: 23-1065

8880

STATE COPY

L.

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-60

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-23-80

Form Approved; O M B No. 04-R2089

State
Oregon

County
Malhuer

Project Number
F-88-3(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$3,565,975.00	$4,085,066.00
Federal funds	$3,141,623.00	$3,598,940.00
Other revisions		

This modification is made for the following reasons: To include increase in construction bid items and work under Price Agreements & State Force Orders.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of July, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

88717

Gen. File

Oregon State Highway Division
Salem, Oregon July 11, 1980

Federal Aid Project
No. F-88-3(2)

Brogan Hill-Brogan Section
John Day Highway
Malhuer County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 62+00 to Sta. 481+66.67)

Subtotal of previous estimate of March 27, 1979			$ 2,907,057.00

Previous Estimate

General Excavation	583,180	CU. YD.	1.70	991,406.00
3/4"-0 Aggregate Base	18,100	Ton	4.20	76,020.00
Class "B" Asphalt Conc. Mix.	21,100	Ton	10.20	215,220.00
Asphalt Cement in Mixture	1,370	Ton	115.00	157,550.00
				$ 1,440,196.00

Revised Estimate

General Excavation	665,923.8	CU.YD.	1.70	$1,132,070.46
3/4"-0 Aggregate Base	26,280.38	Ton	4.20	110,377.60
Class "B" Asphalt Conc. Mix.	30,560	Ton	10.20	311,712.00
Asphalt Cement in Mixture	1,874	Ton	115.00	215,510.00
Asphalt in Mix FOB Plant (P.A. #7)	648.8	Ton	191.904	124,507.32
Relocate Idaho Power Co. (S.F.O. #1)			All Required	65,109.00
				$1,959,286.38
			Increase	$ 519,090.38
			SUBTOTAL	$3,426,147.38
			Engineering	363,382.62
				$3,789,530.00

Type Code X080
Structure Br. #589A & 546A

Total the same as previous estimate of March 27, 1979	$ 295,536.00

Length of Roadway --------------	7.864 miles
Length of Structure ------------	0.022 miles
TOTAL LENGTH	7.886 miles

Cost of Roadway per mile ------- $481,883.27

Work Retained in Program Status
(not included in amounts below)

Slide Correction	All Required	$ 50,000.00

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,789,530.00	$3,338,573.00	$450,957.00
Structures	295,536.00	260,367.00	35,169.00
TOTAL	$4,085,066.00	$3,598,940.00	$486,126.00

Group	1-100%
Contract No.	8880
Prefix	23-1065

8880

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STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-128	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-16-79	te Oregon County Malheur Project No. F-88-3(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, Brogan, N.W. 7.9 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-29-78	7.886

OTHER *(Specify)*

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,565,975.00	$ 3,141,623.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

~~xxx~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator APR 16 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. file

Oregon State Highway Division
Salem, Oregon, March 27, 1979

Federal Aid Project
No. F-88-3(2)

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 62+00 to Sta. 481+66.67)

Mobilization	All	Required (94%)		$ 141,000.00
Temporary Protection and Direction of Traffic	All	Required		10,000.00
Temporary Signs	940	Sq.Ft.	$ 8.00	7,520.00
Temporary Barricades	108	Each	100.00	10,800.00
Temporary Continuous Rail Traffic Barrier (Reflectorized)	900	Lin.Ft.	8.00	7,200.00
Temporary Bridge Rail	125	Lin.Ft.	30.00	3,750.00
Temporary Plastic Safety Markers	120	Each	80.00	9,600.00
Temporary Delineators	300	Each	13.00	3,900.00
Flagmen	8,000	Hour	17.00	136,000.00
Pilot Car	500	Hour	22.00	11,000.00
Straw Bale Sediment Barrier, Type A	500	Lin.Ft.	4.00	2,000.00
Straw Bale Sediment Barrier, Type B	2,300	Lin.Ft.	2.50	6,250.00
Temporary Sediment Fence	400	Lin.Ft.	5.00	2,000.00
Temporary Slope Drains	3,000	Lin.Ft.	3.00	9,000.00
Clearing and Grubbing	All	Required		10,000.00
Removal of Structures and Obstructions	All	Required		8,000.00
Ditch Excavation	1,430	Cu.Yd.	3.00	4,290.00
General Excavatoin	583,180	Cu.Yd.	1.70	991,406.00
Gravel Blanket	3,650	Cu.Yd.	3.50	12,775.00
Overhaul	92,350	"C"Yd.Sta.	0.50	46,175.00
Trench Excavation	3,600	Cu.Yd.	8.50	30,600.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Watering	14,900	M-Gal.	5.00	74,500.00
3/4"-0 Aggregate Base	18,100	Ton	4.20	76,020.00
Plant Mix Aggregate Base	111,900	Ton	3.65	408,435.00
Class "B" Asphalt Concrete Mixture	21,100	Ton	10.20	215,220.00
Asphalt Cement In Mixture	1,370	Ton	115.00	157,550.00
Asphalt In Tack Coat	11	Ton	200.00	2,200.00
3/4"-0 Aggregate In Prime Coat	T,200	Cu.Yd.	10.00	12,000.00
MC-250 Asphalt In Prime Coat	220	Ton	150.00	33,000.00
Concrete In Walls	12	Cu.Yd.	325.00	3,900.00
Reinforcement In Walls	960	Lb.	0.75	720.00
8-inch Culvert Pipe	180	Lin.Ft.	4.00	720.00
12-inch Culvert Pipe	1,298	Lin.Ft.	8.00	10,384.00
24-inch Culvert Pipe	2,570	Lin.Ft.	12.00	30,840.00
30-inch Culvert Pipe	230	Lin.Ft.	14.00	3,220.00
36-inch Culvert Pipe	260	Lin.Ft.	17.00	4,420.00

48-inch Culvert Pipe	405	Lin.Ft.	$ 27.00	$ 10,935.00
60-inch Culvert Pipe	215	Lin.Ft.	120.00	25,800.00
24-inch Siphon Pipe	130	Lin.Ft.	14.00	1,820.00
12-inch Irrigation Pipe	80	Lin.Ft.	12.00	960.00
24-inch Irrigation Pipe	125	Lin.Ft.	14.00	1,750.00
30-inch Irrigation Pipe	130	Lin.Ft.	18.00	2,340.00
36-inch Irrigation Pipe	8	Lin.Ft.	30.00	240.00
60-inch Arch Type Pipe	40	Lin.Ft.	56.00	2,240.00
12-inch Slip Joints	57	Lin.Ft.	13.00	741.00
24-inch Slip Joints	10	Lin.Ft.	24.00	240.00
Concrete Inlets, Type G-1	6	Each	650.00	3,900.00
Extra For Recessed Inlets	6	Each	425.00	2,550.00
Concrete Siphon Boxes	2	Each	800.00	1,600.00
Diversion Boxes	2	Each	800.00	1,600.00
6-inch Drain Pipe	1,380	Lin.Ft.	3.00	4,140.00
Fiber Filter	1,590	Sq.Yd.	1.50	2,385.00
Gravel In Drains	200	Cu.Yd.	15.00	3,000.00
Guard Rail, Type 1	75	Lin.Ft.	5.00	375.00
Guard Rail, Type 2A	13,575	Lin.Ft.	7.40	100,455.00
Guard Rail, Type 3	200	Lin.Ft.	14.00	2,800.00
Guard Rail Anchors, Type 1	17	Each	220.00	3,740.00
Guard Rail Anchors, Type 2	13	Each	400.00	5,200.00
Rail End Pieces, Type A	4	Each	30.00	120.00
Rail End Pieces, Type B	6	Each	50.00	300.00
Rail End Pieces, Type C	17	Each	95.00	1,615.00
Type 1 Fence	81,000	Lin.Ft.	1.20	97,200.00
Type 2 Fence	1,250	Lin.Ft.	1.50	1,875.00
Extra For Asphalt Approaches	45	Each	100.00	4,500.00
Extra For Asphalt Curb Outlets	2	Each	250.00	500.00
Drainage Curbs	2,100	Lin.Ft.	1.30	2,730.00
Loose Riprap, Class 100	16	Cu.Yd.	6.00	96.00
Loose Riprap, Class 700	5,530	Cu.Yd.	9.00	49,770.00
16' Cattle Guard	1	Each	4,000.00	4,000.00
24' Cattle Guard	1	Each	6,000.00	6,000.00
Delineators	510	Each	14.00	7,140.00
Salvaging And Re-laying Pipe	16	Lin.Ft.	10.00	160.00
Roadside Seeding And Mulch Punched In	13	Acre	425.00	5,525.00
Roadside Seeding And Straw Mulch With Mulch Binder	36	Acre	545.00	19,620.00
				$2,886,357.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,000.00
Temporary Pavement Striping	All Required	2,700.00
Remove Pavement Striping	All Required	2,000.00

Temporary Erosion Control	All Required		5,000.00
On the Job Trainees (10 at $800)	All Required		8,000.00
			$ 20,700.00
	Subtotal		$2,907,057.00
	Engineering		363,382.00
	Total		$3,270,439.00

Type Code X080
Structure Br. #589A (Sta. 340+49 to Sta. 341+08)

Mobilization	All Required (3%)		$ 4,500.00
Bridge Removal Work	All Required		2,500.00
Shoring, Cribbing, Etc.	All Required		500.00
Structure Excavation	180 Cu.Yd.	$ 10.50	1,890.00
Furnish Pile Driving Equipment	All Required		3,500.00
Furnish 14-inch Prestressed Concrete Piling	648 Lin.Ft.	24.00	15,552.00
Drive Prestressed Concrete Piles	648 Lin.Ft.	9.00	5,832.00
Structural Concrete, Class 3300 (105 c.y.)	All Required		25,200.00
4' x 65'/70' Prestressed Slabs	9 Each	5,445.00	49,005.00
Reinforcement (8,700 lb.)	All Required		3,654.00
Reinforced Concrete Bridge End Panels	222 Sq.Yd.	63.00	13,986.00
Metal Rail	125 Lin.Ft.	55.00	6,875.00
Asphalt Membrane	288 Sq.Yd.	25.00	7,200.00
			$ 140,194.00

Type Code X080
Structure Br. #546A (Sta. 397+82.5 to Sta. 398+37.5)

Mobilization	All Required (3%)		$ 4,500.00
Bridge Removal Work	All Required		1,500.00
Shoring, Cribbing, Etc.	All Required		250.00
Structure Excavation	110 Cu.Yd.	$ 10.50	1,155.00
Furnish Pile Driving Equipment	All Required		3,500.00
Furnish 14-inch Prestressed Concrete Piling	512 Lin.Ft.	24.00	12,288.00
Drive Prestressed Concrete Piles	512 Lin.Ft.	9.00	4,608.00
Structural Concrete, Class 3300 (105 c.y.)	All Required		25,200.00
4' x 55'/60' Prestressed Slabs	9 Each	4,465.00	40,185.00
Reinforcement (8,600 lb.)	All Required		3,633.00
Reinforced Concrete Bridge End Panels	222 Sq.Yd.	63.00	13,986.00

Metal Rail	100 Lin.Ft.	$ 55.00	$ 5,500.00
Asphalt Membrane	248 Sq.Yd.	25.00	6,200.00
			$ 122,505.00
	Subtotal (Structures)		$ 262,699.00
	Engineering		32,837.00
	Total		$ 295,536.00

Length of Roadway - - - - - - - - - - - -	7.864 Miles
Length of Structures - - - - - - - - - -	0.022 Mile
Total Length - - - - - - - - - - - - -	7.886 Miles
Cost of Roadway Per Mile - - - - - - - -	$415,874.74

Work Retained In Program Status
(Not included in amounts below)

Slide Correction	All Required	$ 50,000.00
State Furnished Guardrail Elements	All Required	2,360.00
Mt. Bell Telephone	All Required	2,000.00
Idaho Power	All Required	80,000.00
Relocate Water Trough Sta. 154+50	All Required	500.00
Relocate Water Tank Sta. 429+40	All Required	300.00
Salvage and Reinstall Cattle Guard	All Required	3,000.00
Remove Sedimentation From Erosion Control Devices	All Required	1,000.00

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,270,439	$2,881,256	$389,183
Structures	295,536	260,367	35,169
Total	$3,565,975	$3,141,623	$424,352

Group 1 100%

Contract No. 8880

Prefix No. 23-1065

ll-Brogan Section
icipating - State Work)

sponsibility for Damages	All Required	$ 4,500.00

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U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-88-3(2)
Brogan-Brogan Hill Section
Price Agreement No. 17
Settlement of Contract Claim

Date: September 22, 1981

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Price Agreement No. 17 as submitted with your memorandum of September 11, 1981.

We concur in and approve for federal-aid participation the settlement of this contract claim. Our approval is based on the supporting documentation submitted with the price agreement and other reviews of pertinent calculations and supporting data which you have on file as part of your review of this claim.

Dale E. Wilken

Attachment

cc:
OSHD (C T Keasey, Const.)

RECEIVED
STATE HWY ENGR
SEP 24 '81
REFER TO
FILE
Info | Invg. | R/C | D.R | Sign | Act | File

9-24-81

APPROVED EFFECTIVE DATE 9/21/81
Contingent upon modification of project agreement if additional funds are required.
BY D. K.
TITLE Field Operations Engineer
DATE 9/21/81
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name Brogan Hill - Brogan
Highway John Day
County Malheur
Contractor Western Construction, Inc.
Address P.O. Box 5403, Boise, ID 83705

Date June 16, 1981
Contract No. 8880
Prefix 23-1065
F. A. Project No. TQF-88-3(2)
Price Agreement No. 17

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: To settle all contractor claims for additional compensation arising under this contract.

Locations by station numbers: Throughout the project

Names of pay items, estimated quantities and agreed prices:

Claim Settlement	Lump Sum	$200,000.00

Specifications, basis of measurement and other provisions: The above lump sum settlement for $200,000.00 constitutes mutual accord and satisfaction for settlement of all contractor claims for additional compensation arising under this contract, including interest due, if any.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$4,043,239	
Present estimate of project cost, including $200,000 for work under this order	$4,210,256	
Expected xxxxxxxx over-run (amount)	$167,017	
Expected xxxxxxxx over-run (per cent)	4.1	

Space to right of this line is for use of Salem Office

Submitted by: P. F. Burnett, Resident Engineer
P. F. Burnett

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed WESTERN CONSTRUCTION, INC., Contractor
Dick Heater

Approved: O. B. Jackmond ~~Deputy State Highway Engineer~~ or Assistant State Highway Engineer or ~~Office Engineer~~
8-24-81 For

SP-70858-734
Form 734-1109 (Rev. 3-79)

8880

September 2, 1981

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

CON 3
#8880

RE: Contract No. 8880
Western Construction, Inc.
Brogan Hill-Brogan Section
John Day Highway, Malheur County

Gentlemen:

On June 23, 1981, we wrote to you that the above contract was completed on November 6, 1980, and accepted by the State on June 17, 1981.

We also stated in that letter that the final payment would be in the amount of $47,750.52 with a total contract amount of $3,569,027.75.

Our Accounting Office advises that these amounts have been revised. The final payment will be in the amount of $177,002.52 and the total contract amount is $3,698,279.75. The force account amount remains the same of $6,092.44.

Sincerely,

Robert W. Cornman
COMMISSION SERVICES

jas
cc: Western Construction, Inc.
P. O. Box 5403
Boise, ID 83705

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

#8880 7-15-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 Keasey

C. T. Keasey
Asst. State Highway Engineer

#8880

L.

June 23, 1981

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#8880

Gentlemen:

Contract No. 8880 awarded to Western Construction, Inc. for work on the Brogan Hill-Brogan Section of the John Day Highway in Malheur County was completed on November 6, 1980 and accepted by the State Highway Division on June 17, 1981.

Final payment in the amount of $47,750.52 will be released to the contractor after June 29, 1981. The total contract amount is $3,569,027.75 including $6,092.44 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Western Construction, Inc.
P. O. Box 5403
Boise, ID 83705

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

#8880

STATE OF OREGON INTEROFFICE MEMO

TO: Carrol Keasey
Construction Engineer

DATE: February 11, 1981

FROM: R. D. Hector
Region Construction Engineer

SUBJECT: Black Canyon-Harper and
Brogan Hill-Brogan

You requested some cost data on the Black Canyon-Harper Section. The listed data concerns itself with repairs done after the A. C. paving was completed.

Cost of seal, including $4,000 Engineering	$137,900.
Houck's cost for patching	900.
State cost for patching - Flagging	265.
- Engineering	150.
Total cost for repair	$139,215.

Justification for seal coat was Jim Wilson's letter of June 20, 1980, concerning high void content in the top lift of A. C. and recommending a seal coat be placed.

You also asked what we thought we could have done differently on the Brogan Hill-Brogan Section if we had it to do over again. The answer is nothing. That answer is not given off the top of my head or without much thought. All the people who were involved in the problems worked diligently toward a solution. In this case the solution was difficult to find and costly to effect.

this I can't accept, —

RDH/dp
cc: P. F. Burnett

ST... HWY ...

FEB 13 '81

REFER TO
Keasey,
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Reg to

I Keasey K RECEIVED
Jackmond
Hopkins
Williams
Johnson
Glenn
FEB 13 1981
CONSTRUCTION BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

I need something better on Brogan Hill Job. — J
HSC

Contains Recycled Materials

8880

5

ROAD DESIGN SECTION

DES 16-1

P. F. Burnett
Resident Engineer

January 14, 1981

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Brogan Hill-Brogan Section
John Day Highway
Malheur County

This letter is to acknowledge receipt and review of the construction narrative report on the subject project. The review was made by me and the designer assigned to the project.

It appears that the biggest problem was excessive material handling. One cause of this was wet pit conditions causing clay materials to stick to coarse aggregates.

All things considered, the project resulted in a definite improvement along this stretch of highway.

FE:ja

cc W. E. Schwartz

#8820 10-28-80

L

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-88-3(2)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division - Salem, OR.

PROGRAM NO.:

ITEM NO.: 80405

COUNTY NAME: Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

10/30
orig

RECEIVED
STATE HWY ENGR
OCT 30 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | ct | ile

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 9-25-80	FEDERAL ROUTE NUMBER: Primary 88 STATE ROUTE NUMBER: Primary 5

GENERAL LOCATION:

Brogan Hill - Brogan Section

GENERAL DESCRIPTION OF WORK:

Contractor claim

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-18-80, this will confirm the advance notice date of 9-25-80 for contractor claim on the subject project. Federal participation for preparation is approved at a TEC of $5,000, Federal funds $4,300. All reimburseable costs will be approved in accordance with FHPM 1-4-2.4. (SFO No. 9).

DATE 10-28-80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-685

8880

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Brogan Hill - Brogan

WEEK ENDING: October 18, 1980

SECTION PREFIX: 23-1065

HIGHWAY: John Day

COUNTY: Malheur

KIND OF WORK: Grading, Paving, & Structures

NAME OF JOB:

CONTRACTOR: Western Construction, Inc.

CONTRACT NUMBER: 8880

FEDERAL AID PROJECT NUMBER: TQF-88-3(2)

DATE OF CONTRACT: March 23, 1979

DATE WORK STARTED: March 27, 1979

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 500CWD

CALENDAR DAYS USED: 384CWD

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 77

PROJECT AUTHORIZATION: 4,043,239.00

ENGINEERING AUTHORIZATION: 350,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: 3,693,239.00

This Week: 1,590.81

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 3,645,982

ENGINEERING COST TO DATE: 365,220.35

DATE PROJECT WAS COMPLETED: July 16, 1980

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %

PERCENT OF AUTHORIZATION: 104 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	Crushed MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.88	7.88			7.88
MILES PARTIALLY COMPLETED	7.88	7.88			7.88
MILES COMPLETED	7.88	7.88			7.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)	583,180cy	130,000ton	149,730ton		21,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	667,352cy	136,952ton	167,900ton		30,560 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	667,352cy	136952ton	167900 ton		30,560 ton
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	586A	546A					
PERCENT	100	100					

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Rain	0		
MONDAY	13	Overcast			
TUESDAY	14	Clear			
WEDNESDAY	15	Overcast			
THURSDAY	16	Clear			
FRIDAY	17	Clear			
SATURDAY	18				

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RECEIVED
OCT 20 1980
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnson
Olson
Richards
Sorg
Inlock
Widmer
Schauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No activity all week.
MONDAY 13	
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 18	

REMARKS

Semi-final being submitted this date.

SIGNED P. F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

5

AD DUM TO CONSTRUCTION NARRATIVE PORT

10-16-80

Brogan Hill - Brogan
John Day Highway
Western Construction, Inc.

Prefix 23-1065
Contract 8880
Malheur County

On paving, to correct low I.R.S. the lab recommended constructing an emulsified seal coat over the mat that was placed during 1979 construction season. Then placing an emulsified seal coat over the completed mat after top lift was constructed.

These seal coats were placed as recommended. A price agreement to cover the cost of this work was written. The top seal (over final wearing surface) appears to be helping hold fines in A.C. mat.

There will be four price adjustments for non-specification materials: Non-spec 1½"-0" PMAB, non-spec A.C. mix, non-spec AR-4000 asphalt, & for non-spec compaction on A.C.

1 Versteeg
Anderson
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ROAD DESIGN SECTION
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STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Brogan Hill - Brogan	Contract No:	8880
Highway:	John Day	Prefix:	23-1065
County:	Malheur	F.A. No:	TQF-88-3(2)

Item No. Item Unit Original Semi-Final ± %

Summary

	Orig. Proj. Auth.	Increased Proj. Auth.		
Bid Items	$3,149,056.00	$3,395,950.00	$3,314,750.87	+5%
Anticipated Items	$ 164,360.00	$ 84,354.00	$ 80,398.54	-51%
Unanticipated Items			$ 256,181.59	
Contingencies	$ 149,103.72	$ 212,935.00	0	
Engineering	$ 265,073.28	$ 350,000.00	$ 391,908	+32%
Price Reduction Non-Spec Materials	$-		-38,036.33	
Total	$3,727,593.00	$4,043,239.00	$4,005,202.67	+7%

Increase in project authorization approved by Oregon Transportation Commission 6-17-80.

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Individual Overruns and Underruns

Item No.	Item	Unit	Original	Semi-Final	± %
Item 3	Temporary Signs	Sq. Ft.	940	622	-34%

The reason for this underrun due to the way traffic handled during grading construction. To facilitate traffic safety and movement through grading areas a lot of the stage construction was revised and traffic was controlled by flagmen and pilot cars. At times when grading in widely seperated areas more than one pilot car was used.

Item No.	Item	Unit	Original	Semi-Final	± %
Item 4	Temporary Barricades	Each	108	19	-82%

This underrun same as Item 3 above.

Item No.	Item	Unit	Original	Semi-Final	± %
Item 5	Temporary Cont. Rail	Lin. Ft.	[illegible]	[illegible]	
	Traffic Barrier	Lin.Ft.	900	405	-55%

This Item underrun for the same reasons as Items 3 & 4 above.

Item No.	Item	Unit	Original	Semi-Final	± %
Item 6	Temporary Bridge Rail	Lin.Ft.	125	63	50%

More temporary rail set up in contract than needed.

Item 7	Temp. Plastic Safety Markers	Each	120	55	-54%

This item underrun due to modification in traffic control - See Item 3.

Item 9	Flagmen	Hour	8,000	5,614	-30%

Flagging hours underrun due to the way traffic was handled and the fact that part of the work under this Item was handled by pilot cars.

Item 10	Pilot Car	Hour	500	1,327	+165%

This item overrun due to the manner traffic was handled. At times more than one traffic line taken through project with pilot cars. Traffic controlled with pilot cars during all phases of work due to conflict with hauling and grading equipment.

Items 11 through 14 - Temporary Erosion Control

All these items deleted as it became obvious early in job that grading would be completed in one year.

Item 17	Ditch Excavation	Cu.Yd.	1,430	864.7	-40%

This Item underrun due to deletion of temporary erosion control items.

Item 19	Gravel Blanket	Cu.Yd.	3,650	1,063	-71%

This item underrun as more rock encountered in ditch line cuts than originally estimated.

Item 23	Watering	M/Gal.	14,900	5,186	-65%

This Item underrun due to less water being used in grading. In some of the heavy grading areas most of material blocky rock that didn't require water.

Item 24	¾"-0 Aggregate Base	Cu.Yd.	18,100	26,280	+45%

Part of this overrun due to changing top width of roadbed from 28 to 32 feet. Also, quite a bit of this material used for temporary surfacing when job caught with rain showers.

Item 26	Class "B" A.C.	Ton	21,100	30,560	+45%

This overrun due partially to changing top width from 28 to 32 feet. Also by "Price Agreement" on additional 1" depth placed to compensate for not being able to meet retained strength specifications.

Item 27	Asphalt Cement in Mix	Ton	1,370	1,844	+35%

Same as Item 26 above.

Item No.	Item	Unit	Original	Semi-Final	±%
Item 28	Asphalt in Tack Coat	Ton	11	43	+291%

This Item overrun as part of roadway required tack coat 3 times due to carrying over winter.

Item 52	6-inch Drain Pipe	Lin.Ft.	1,380	382	-72%

This Item underrun due to deleting a number of cutoff trenches that were in pretty solid material.

Item 53	Fiber Filter	Sq.Yd.	1,590	307	-81%

Same as Item 52 plus deleting temporary erosion control measures.

Item 54	Gravel in Drains	Cu.Yd.	200	65	-68%

Same as Item 52 above.

Item 69	Loose RipRap, Class 700	Cu.Yd.	5,530	2,351	-58%

This Item underrun because a number of culvert showed riprap placed around inlet and since most of fill was of hard blocky rock this riprap not placed.

Item 74	Roadside Seeding & Straw Mulch Punch	Acre	13	32.5	+150%

This Item overrun due to the amount of old roadbed that was drill seeded, plus more area punched than originally estimated.

Item 75	Roadside Seeding & Straw Mulch With Binder	Acre	36	29.2	-19%

This Item underrun because there were more rock cuts than anticipated. The solid rock cuts were not seeded.

Engineering			$265,073	$391,908	+48%

The main reason for this overrun was the excessive amount of field testing of crushed materials. From the onset of crushing the product was never in a uniform spec. band, either on sieve analysis or quality (SE, LL & PI where applicable). A lot of overtime hours were put in by our crusher inspector just to aid contractor in knowing where he was at when crushing plant was being adjusted.

Also there was a lot of overtime on field crews due to the fact that the contractor had geared up to complete project in one year rather than the two years allowed in contract time.

P. J. Scott
Resident Engineer
10-16-80

Price Reduction; for non specification material:

Price Reduction Non Spec. 1½-O P.M.A.B.	Lump Sum	-4,331.95
Price Reduction Non Spec. A.C. Mix	Lump Sum	-8,312.37
Price Reduction Non Spec. AR-4000 Asphalt	Lump Sum	-24,789.16
Price Reduction Non Spec. Compaction A.C. Mix	Lump Sum	602.85
Total Price Reduction		-$38,036.33

Price Reduction Price Agreements for non Spec. AR-4000 Asphalt and for non spec compaction of A.C. mix have not been processed at this time. The above amount of $38,036.33 (this figure shown on summary of overruns and underruns) should be pretty accurate.

P. F. Burnett

P. F. Burnett,
Resident Engineer
12-22-80

888c

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 10-8-80	FEDERAL AID PROJECT NO. F-88-3(2) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80405	COUNTY NAME Malheur PROGRAM STAGE (Check) ☐ ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 14 '80
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-14

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 3-13-79*	FEDERAL ROUTE NUMBER Primary 88 STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

Brogan Hill - Brogan Section

GENERAL DESCRIPTION OF WORK:

Correction of Authorization Date

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Correction

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

*Effective date of authorization is corrected to read March 13, 1979 to correspond with actual date of advance authorization and approval by G. K. Hossner.

DATE 10-8-80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-866

8880

STATE COPY

☆ U. S. GOVERNMENT PRINTING OFFICE: 19[illegible]—625-985

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

8-21-80

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	**REPORT NO.** 5	**COUNTY** Malheur	**DIVISION** Oregon

IN COMPANY WITH
Frank Burnett, Resident Engineer, OSHD; Karen Sides, FHWA Trainee

DATE OF INSPECTION 8-21-80	**INSPECTION MADE BY** David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	**PROJECT NO.** TQF-88-3(2)

QUALITY OF WORK* Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 77 %	**WORK COMPLETED** 100 %

BROGAN-BROGAN HILL SECTION
JOHN DAY HIGHWAY
Grading, Paving, and Structures

This project provided for the realignment and reconstruction of this section of the John Day Highway.

The seal coat work included under Price Agreement No. 8 has been completed. This work looks very good.

The project has been signed and striped.

A minor fill movement has occurred in the sliver fill area near Station 170. The movement has caused the pavement to crack. Maintenance forces have sealed the crack. The reason for the movement is not known especially since the fill was completed prior to last fall and went through the winter without any noticeable movement. Further movement is not anticipated. Maintenance forces will continue to monitor the area.

The completed project looks very good. The pavement ride is satisfactory.

It is recommended the project be accepted.

A contract claim is anticipated in connection with the paving work.

RECEIVED
STATE HWY ENGR
SEP 5 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

9180

5

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

8/13/80

TO:

____ Region # 5 Engineer
____ District # 14 Engineer
X Engineering Section, Design Unit
____ Parks Branch, Planning Unit
____ Right-of-way Section, Salem Office Unit
____ Right-of-way, Region # 5
____ Parks Branch, Recreational Trails Coordinator

SUBJECT: Tentative Abandonment

This office proposes to abandon a portion of old alignment of the Brogan Hill - Brogan Section of the John Day Highway, No. 5 in Malheur County, to abutting property owners approximately as shown on the attached map, colored in brown.

For R/W sec. 9B-15-22, 9B-15-23
& 4B-10-4.

It is requested that your office indicate below whether or not the subject section is clear for such abandonment.

☐ Clear for abandonment

☐ Not clear for abandonment

REMARKS ________________

By ________________

Date ________________

APPROVED
Duane D. Christensen
FINAL DESIGN ENGR.

J H Versteeg

NOTE: Please return completed form to Project Management, Salem.

3 Versteeg ✓
Anderson
2 Chr[illegible] Dor
Olson
Sullivan
Temple
Tro[illegible]
1 Wakeling

RECEIVED
AUG 14 1980
ROAD DESIGN SECTION

Do Not File ✗
Return To P. Management
Bring As __/__
Action ____

APPROVED
8-15-80
R/W DESCRIPTION ENGR.

79-987

8880

CON 5

DATE: June 6, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Brogan Hill-Brogan Section
John Day Highway, Malheur County
Contract No. 8880

This federal-aid grading, paving and structure project is presently 94 percent complete with a July 1 completion date anticipated. It is apparent that the project authorization will be overrun by approximately $315,646 or 8.5 percent.

Early in the project, it was decided to increase the width of the typical section to 32 feet of paving. As there was sufficient material available and the unit contract prices were reasonable, the additional width was added to the contract at an estimated cost of $116,250.

Due to the poor quality of rock available in the area, it became necessary to increase the depth of A.C. paving to achieve the desired strength. Also, the void content was too high and an emulsion asphalt seal was added to increase the durability of the pavement. These two changes are estimated to cost $190,000 and $88,625 respectively.

Funds authorized for contingencies and underruns of anticipated work items partially offset the above overruns.

It is recommended that the authorization for this project be increased $315,646 to a new total of $4,043,239. This matter will be on the consent calendar for your June 17 meeting.

WR:mk dc

bc: F. B. Klaboe
Robert Gormsen
C. T. Keasey
W. E. Schwartz
V. E. Skoog
George Bell

STATE OF OREGO

Highway Construction 378-6318

INTERO CE MEMO

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: June 5, 1980

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Brogan Hill-Brogan Section
John Day Highway, Malheur County
Contract No. 8880

This federal-aid grading, paving and structure project is presently 94% complete with a July 1 completion date anticipated. It is apparent that the project authorization will be overrun by approximately $315,646 or 8.5 percent.

The typical section for the project was revised by Price Agreement No. 1 to obtain 32 feet of pavement width. This was the originally desired width but, to save costs, the section was cut back prior to bid opening. When staking the project, it was observed that there was sufficient material available to construct the desired width and the estimated cost to perform the work, $116,250 at bid prices, was reasonable.

Due to the rock available in the area, it was necessary to increase the depth of A.C. in order to achieve the desired strength. The cost of this revision, Price Agreement No. 7, is estimated at $190,800. An emulsion asphalt seal will be placed over the base lift already placed as the mix shows a high void content. Another seal coat will be placed on the wearing surface. The seal coats will reduce the void content and increase the level of durability. This work, Price Agreement No. 8, is estimated to cost $88,625.

Several of the contract bid items had significant overruns which were aggravated by the increased width of the typical section. Engineering also overran, partly due to the additional plant inspection required during aggregate production and partly due to decreased efficiency of the engineering crew last year when the contractor was attempting to complete the project in one season. Underruns in other bid items and anticipated items, as well as contingency funds, will offset these overruns.

A rough draft letter to the Transportation Commission is attached along with a completed Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase is eligible for federal participation.

WR:mk

Attach.

cc: W. E. Schwartz
P. F. Burnett
Robert Church

RECEIVED
STATE HWY ENGR
JUN 5 '80
REFER TO
FOR

Info	Inves	R/O	D/R	Sgn	Act	File

81-125-1387

Form [illegible]-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Brogan Hill - Brogan Date 5-19-80

Highway John Day Contract No. 8880

County Malheur Kind of Work Grading, Paving, & Struct. Contractor Western Const., Inc.

	Authorized	Estimated	
Contract Amount	$3,149,056.00	$3,395,950.00	
Anticipated Items	164,360.00	84,354.00	~~[illegible]~~
Unanticipated Items		212,935.00	
Contingency (4½%)	149,103.72	~~366,196.00~~	
Engineering	265,073.28	350,000.00	
Credits			
PROJECT COST	3,727,593.00	4,043,239.00 ~~4,209,435.00~~	
NET INCREASE $		315,646.00 ~~481,842.00~~	8.5%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(c) Item 10 Pilot Car	$ 30,800.00	+ 19,800.00
(c) Item 18 General Excavation	1,134,500.00	+143,094.00
(c) Item 20 Overhaul	52,140.00	+ 5,965.00
(c) Item 24 ¾"-0 Aggregate Base	113,400.00	+ 37,380.00
(c) Item 26 Class "B" Asphalt Concrete Mixture	303,960.00	+ 88,740.00
(c) Item 27 Asphalt Cement in Mixture	230,000.00	+ 72,450.00
(c) Item 74 Roadside Seeding & Straw Mulch Punch In	13,864.00	+ 8,339.00
(u) P.A. #7 Extra Cost on Paving Asphalt on Increased Quant.	102,060.00	+102,060.00
(u) P.A. #8 Emulsified Asphalt Seal Coat	88,625.00	+ 88,625.00
		+566,453.00

Principal reasons for overruns (Continue on reverse side): Additional General Excavation and Surfacing Items make up the majority of the overrun items. P. A. No. 1 (30101) Documents Change In Typical Section To Obtain 32 Feet Of Pavement Width. P. A. No. 7 (30701, 30702 and 30703) Documents Change In Typical Section to change depth of Class "B" A.C. Mixture. (Over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by P. F. Burnett, Resident Engineer

Noted by ______ Construction or Bridge Engineer

Confirmed by ______ Division Engineer

Noted by ______ ~~[illegible]~~ State Highway Engineer

P. A. No. 8 (30801 and 30802) Construct an emulsified asphalt seal coat over A.C. presentlt constructed. Later place emulsified asphalt seal coat on finished wearing surface.

#8880

STATE COPY

U. S. GOVERNMENT PRINTING OFFICE: 1976–625-985

6-4-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H S Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Malheur	DIVISION Oregon
IN COMPANY WITH P. F. Burnett, Resident Engineer, OSHD, and R. Hector, Region 5 Construction Engineer, OSHD			
DATE OF INSPECTION 6-4-80	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.		PROJECT NO. F-88-3(2)
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 69 %	WORK COMPLETED 98 %

BROGAN-BROGAN HILL SECTION
JOHN DAY HIGHWAY
Grading, Paving, and Structures

This project is nearly complete except for the pavement seal and some cleanup and minor other miscellaneous items of work. The pavement seal will be placed as weather permits.

The overall appearance of the project is very good. Some minor corrective work will be done to the paved flares at the guardrail and at some of the drain inlets.

Considerable problems have been encountered in producing a suitable asphaltic concrete mix for the project. The aggregates for the mix were obtained from the prospective material source which is located near the middle of the project. This is a new source. During paving operations last fall it was found that the index of retained strength on the mix as determined from job samples indicated mostly low non specification values. In addition, the aggregates contained an excess of light weight particles and the coarse aggregates appeared dust coated although the passing #200 sieve material was within specification limits.

At the time paving stopped last fall all the base course had been placed as had approximately 9,000 feet of the wearing course. Further testing done during the winter of the then completed work indicated that the 3 inches of asphaltic concrete surfacing as planned would not provide the desired structural strength. In addition, testing of the remaining stockpiled aggregates indicated it would be desirable ~~wo work~~ to wash and pre-dry the 3/4"-1/4" aggregate fraction prior to incorporating them into the mix. The pavement thickness was increased and the coarse fraction of the aggregates was washed and pre-dried as suggested. This work is included

(continued)

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

Intermediate Inspection (cont.)
F-88-3(2)

in Price Agreement No. 7. Price Agreement No. 8 provides for a pavement seal of the completed work. It was felt the pavement seal will insure the integrity of the pavement. The total estimated cost of the two price agreements is $279,425.

A claim may be pending associated with the work included under the above price agreement.

RECEIVED
STATE HWY ENGR
JUN 26 '80
REFER TO
Keasey
FOR
Info Invest R/D D/R Sign Act File

6-26
cy

5

STATE OF OREGON **INTEROFFICE MEMO**

TO: Frank Burnett
Resident Engineer

DATE: March 12, 1980

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr. JEWilson
Asst. Engineer of Materials

Subject: Asphalt Concrete Paving,
Brogan Hill-Brogan Sect.,
Cont. #8880

Testing of cores and aggregate from the Brogan Hill-Brogan project has been completed to evaluate the quality of the Class "B" asphalt concrete paving. Enclosed are test reports with comments for pavement cores (#79-23117-28), resilient modulus of design mixes (#80-2618-9, 3660), mix designs (#80-3548-51) and chemical analysis of aggregate and asphalt (#80-3755).

The core test results indicate that 79 percent of the paving has low level Index of Retained Strength, 50 percent contains asphalt of a softer consistency than expected and all cores have a high void content. With the planned emulsion seal of the pavement, the void content should be reduced and resistance to water effect (IRS) improved. The indicated contamination of the asphalt should be reduced through evaporation over the winter.

Trial batch mix designs were made using field washed and unwashed aggregates at a gradation of 65% pass ¼ inch sieve, and at 60% and 70% pass ¼ inch for the unwashed aggregate. The test results indicate an improved void content and Index of Retained Strength when the aggregates are washed.

When comparing the void content of cores at 100 percent compaction and mix design specimens at second compaction (100 percent), it is found that the cores have three to six percent more voids than expected by the design for good pavement durability. The core results indicate that a higher asphalt content or gradation adjustment is needed. Testing of mix design specimens for gradation show that the aggregates have broken down during laboratory compaction with an increased percentage pass the ¼ inch sieve of 10 to 20 percent. Since the design is in error from the aggregate breakdown and the void content in the pavement is high, it is necessary that the mix asphalt content be increased by at least one percent as in the attached reports. Also, it is suggested that the mix design gradation be adjusted to 65 percent pass ¼ inch sieve (Design #80-3551) to reduce the amount of possible future breakdown of aggregates in the pavement.

Contains Recycled Materials

Resilient Modulus (M_R) tests have been made on laboratory fabricated mix design specimens to determine the effect of water saturation and freeze-thaw on pavement durability. Based on the tentative M_R ratio of 0.70, which has been suggested as a design minimum by Dr. Lottman of the University of Idaho, the pavement durability is at a satisfactory level at the design asphalt content and gradation. However, in order to obtain the indicated level of durability, the pavement must be constructed to obtain the design void content.

Analysis of the aggregate used in the paving by our chemistry group indicates a portion of the material is water soluble and is of an alkali nature. The sulfur content of the asphalt cement is typical of that found in available literature.

JEW:gs

cc: C. T. Keasey
W. E. Schwartz
V. Moore

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23117
Data Sheet No. 1488 4
Prefix 23-1065
Laboratory charge $306

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite Sta 78+0 [illegible]
Sampled or inspected at
To be used Base
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - 100 P 3/8" - 63 P #40 - 10
P 3/4" - 97 P 1/4" - 48 P #200 - 4.1
P 1/2" - 80 P #10 - 24 Asphalt Content 6.6% with retention factor

Moisture content at time of extraction 1.89%

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHO-T-165)

Unconfined Compressive Strength (Dry-Psi) — 393
" " " (Wet-Psi) — 180
Average Bulk Specific Gravity — 1.95
Index of retained strength (%) — 46

Recovered asphalt by Abson Method (AASHTO - T-170)
Penetration @ 77° F. 40
Kinematic Viscosity @ 275° F. 599 cs
Absolute Viscosity @ 140° F 5167 P

Test results from 4" diameter cores. - Rice Real Gravity - 2.16
Bulk Specific Gravity, in place: 1.82 Recompacted: 1.98
Hveem "S" Value " : — " : —
Hveem "C" Value " : — " : —
% Relative Compaction 91.9%
% Voids (Rice Method) 15.7% 8.3%

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
☐ Materials, Portland
x ☐ Files
x Western Conts.

SP*76644-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications

For class "B" design #79-16443 with job mix Tolerances-Base Course: 1. Gradation 6% deficient P¼, 1% deficient P#10, and 0.7% deficient asphalt content. 2. Index of retained strength below the minimum by 24%. 3. Percent voids at recompaction are excessive by 4. Abson test results indicate that the asphalt, is of the expected consistency.

John C.

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23118
Data Sheet No. 14884
Prefix 23-1065
Laboratory charge $30.00

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite Sta. [illegible]
Sampled or inspected at
To be used Base
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation:	P 1" - 100	P 3/8" - 76	P #40 - 10
	P 3/4" - 100	P 1/4" - 60	P #200 - 2.9
	P 1/2" - 88	P #10 - 27	Asphalt Content 9.3% with retention factor.

Moisture content at time of extraction 1.84%

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHTO-T-165)

Unconfined Compressive Strength (Dry-PSI) — 434
" " " (Wet-PSI) — 242
Average Bulk Specific Gravity — 1.97
Index of retained strength (%) — 57

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 45
Kinematic Viscosity @ 275° F. 562 C.
Absolute Viscosity @ 140° F 4310 P

Test results from 4" diameter cores. Rice Real Gravity - 2.15

Bulk Specific Gravity, in place:	1.83	Recompacted: 1.99
Hveem "S" Value " :	—	" : —
Hveem "C" Value " :	—	" : —
% Relative Compaction		92.0%
% Voids (Rice Method)	14.9%	7.4%

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
☐ Materials, Portland
x ☐ Files
x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerances-Base Course: 1. Gradation is acceptable, 1% excess asphalt content. 2. Index of retained strength below th minimum by 13% 3. Percent voids at recompaction are excessive by 5.1%. 4. Abson test results indicate th the asphalt is of the expected consistency.

John C. Jenkins

Form 81-734-3080

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23119
Data Sheet No. 14884
Prefix 23-1065
Laboratory charge $306

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite [illegible] RT
Sampled or inspected at
To be used Base
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation:	P 1" - 100	P 3/8" - 74	P #40 - 13
	P 3/4" - 100	P 1/4" - 60	P #200 - 4.5
	P 1/2" - 87	P #10 - 28	Asphalt Content 7.7 % with retention factor

Moisture content at time of extraction 1.53 %

Effect of Water on Cohesion of Compacted Bituminous Mixtures*(AASHO-T-165)

Unconfined Compressive Strength (Dry-Psi) — 419
" " " (Wet-Psi) — 228
Average Bulk Specific Gravity — 1.96
Index of retained strength (%) — 54

Recovered asphalt by Abson Method (AASHO - T-170)

Penetration @ 77° F. 39
Kinematic Viscosity @ 275° F. 637 cs
Absolute Viscosity @ 140° F 5457 p

Test results from 4" diameter cores. Rice Real Gravity - 2.16

Bulk Specific Gravity, in place:	1.85	Recompacted:	1.98
Hveem "S" Value " :	—	" :	—
Hveem "C" Value " :	—	" :	—
% Relative Compaction			93.4%
% Voids (Rice Method)	14.4%		8.3%

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
☐ Materials, Portland
x ☐ Files

x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerances-Base Course: 1. Gradation and asphalt content are acceptable. 2. Index of retained strength below minimum by 16%. 3. Percent voids at recompaction are excessive by 6%. r. Abson test results indicate the asphalt is of the expected consistency.

John C. Jenkins

Form 81-734-3080

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23120
Data Sheet No. 14884
Prefix 23-1065
Laboratory charge # 306

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Submitted by P. F. Burnett
Source of Material Jobsite
Sampled or inspected at
Sampled or inspected by H. Eckstein

Date received 12-27-79
Date reported 3-12-80
To be used
Quantity represented

Test results from 6" diameter cores.

Gradation:	P 1" - 100	P 3/8" - 83	P #40 - 12
	P 3/4" - 99	P 1/4" - 68	P #200 - 4.5
	P 1/2" - 92	P #10 - 32	Asphalt Content 8.4% with retention factor

Moisture content at time of extraction 1.53%

Effect of Water on Cohesion of Compacted Bituminous Mixtures* (AASHO-T-165)

Unconfined Compressive Strength (Dry-PSI) — 398
" " " (Wet-PSI) — 247
Average Bulk Specific Gravity — 1.98
Index of retained strength (%) — 62

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 42
Kinematic Viscosity @ 275° F. 567 Cs
Absolute Viscosity @ 140° F 4639 P

Test results from 4" diameter cores. Rice Real Gravity — 2.14

Bulk Specific Gravity, in place:	1.83	Recompacted:	2.01
Hveem "S" Value " :	—	" :	—
Hveem "C" Value " :	—	" :	—
% Relative Compaction			91.0 %
% Voids (Rice Method)	14.5 %		6.1 %

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x ☐ Region Engineer
- x ☐ Resident Engineer Burnett
- ☐ District Engineer
- ☐ Materials, Portland
- x ☐ Files
- x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerances-Top course: 1. Gradation-2% excess P¼", asphalt content 0.6% excess. 2. Percent voids at recompaction are excessive by 1.6% and percent relative compaction is 1% now. 3. Index of retained strength below minimum by 8%. 4. Abson test results indecate that the asphalt in the mix is of the expected consistency

John C. Jenkins

Form 81-134-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

..Fc

Laboratory No. №23121
Data Sheet No. 1488 5
[illegible] 23-1065
Laboratory charge $612

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite Sta 226+[illegible] 8'RT
Sampled or inspected at
To be used Top
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - 100	P 3/8" - 82	P #40 - 12
P 3/4" - 100	P 1/4" - 67	P #200 - 4.6
P 1/2" - 93	P #10 - 32	Asphalt Content 8.2 % with retention factor.

Moisture content at time of extraction 1.64 %

Effect of Water on Cohesion of Compacted Bituminous Mixtures *(AASHO-T-165)

Unconfined Compressive Strength (Dry-F 1) — 519
" " " (Wet-F 2) — 345
Average Bulk Specific Gravity — 1.96
Index of retained strength (%) — 66

Recovered asphalt by Abson Method (AASHO - T-[illegible]

Penetration @ 77° F. 33
Kinematic Viscosity @ 275° F. 742
Absolute Viscosity @ 140° F 8432

Test results from 4" diameter cores. Rice Real Gravity — 2.14

Bulk Specific Gravity, In place:	1.86	Recompacted: 1.97
Hveem "S" Value " :	—	" : —
Hveem "C" Value " :	—	" : —
% Relative Compaction		94.4 %
% Voids (Rice Method)	13.1 %	7.9 %

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
x ☐ Files
x SP*96565-334 Western. Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications

For class "B" design #79-16443 with job mix Tolerances-Top Course: 1. Gradation-1% excess P¼ ,asphalt ontent 0.4% excess. 2. Index of retained strength below minimum by 4%. 3. Percent voids at recompaction are excessive by 3.4%. 4. Abson test results indicate that the asphalt in the mix is of a harder consistency than expected.

John C. [illegible]

Form 81-734-3000

1 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-**23121**
Data Sheet No. 1488 5
Prefix 23-1065
Laboratory charge ---

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite Sta. 226+[illegible] 8' Rt
Sampled or inspected at
To be used Base
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - 100 P 3/8" - 74 P #40 - 10.5
P 3/4" - 99 P 1/4" - 58 P #200 - 4.6
P 1/2" - 85 P #10 - 27 Asphalt Content 2.7 %
with retention factor.

Moisture content at time of extraction 1.79 %

Effect of Water on Cohesion of Compacted Bituminous Mixtures*(AASHO-T-165)

Unconfined Compressive Strength ([illegible]) — 476
" " " ([illegible]) — 278
Average Bulk Specific Gravity — 1.95
Index of retained strength (%) — 58

Recovered asphalt by Abson Method (AASHTO - T-170)
Penetration @ 77° F. 33
Kinematic Viscosity @ 275° F. 705
Absolute Viscosity @ 140° F 7495

Test results from 4" diameter cores. Rice Real Gravity — 2.13
Bulk Specific Gravity, in place: 1.72 Recompacted: 1.97
Hveem "S" Value " : — " : —
Hveem "C" Value " : — " : —
% Relative Compaction 87.3 %
% Voids (Rice Method) 19.2 % 7.5 %

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x ☐ Region Engineer
- x ☐ Resident Engineer Burnett
- ☐ District Engineer
- ☐ Materials, Portland
- x ☐ Files
- x Western Const.

SP-16666-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerance-Base Course: 1. Gradation and Asphalt content are acceptable. 2. Index of retained strength below minimum by 12%. 3. Percent voids at recompaction are excessive by 5.2% and percent relative is 4.7% low 4. Test results from Abson recovery indicate that the asphalt in the mix is of a harder consistency than expected.

John C. [illegible]

Form 81-734-3000

Page 1 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23122
Data Sheet No. 14885
Prefix 23-1065
Laboratory charge $569

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Submitted by P. F. Burnett
Source of Material Jobsite 135+[illegible] 4' Lt
Sampled or inspected at
Sampled or inspected by H. Eckstein

Date received 12-27-79
Date reported 3-12-80
To be used Top
Quantity represented

Test results from 6" diameter cores.

Gradation:	P 1" - 100	P 3/8" - 86	P #40 - 16
	P 3/4" - 100	P 1/4" - 74	P #200 - 6.1
	P 1/2" - 95	P #10 - 41	Asphalt Content 7.0% with retention factor.

Moisture content at time of extraction 1.69 %

Effect of Water on Cohesion of Compacted Bituminous Mixtures*(AASHO-T-165)

Unconfined Compressive Strength (Dry-PSI) — 430
" " " (Wet-PSI) — 278
Average Bulk Specific Gravity — 1.97
Index of retained strength (%) — 65

Recovered asphalt by Abson Method (AASHO - T-170)

Penetration @ 77° F. 93
Kinematic Viscosity @ 275° F. 345 cs
Absolute Viscosity @ 140° F 1514 p.

Test results from 4" diameter cores. Rice Real Gravity —

Bulk Specific Gravity, in place: Recompacted:
Hveem "S" Value " : — " : —
Hveem "C" Value " : — " : —
% Relative Compaction %
% Voids (Rice Method) %

Not sufficient material

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
☐ Materials, Portland
x ☐ Files
x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerance-Top Course:
1. Gradation-8% excess P.¼", 8% excess P#10, asphalt content is acceptable. 2. Index of retained strength below minmum by 5%. 3. Test results from the abson recovery indicate that the asphalt in the mix is of a softer consistency than expected.

John C. [illegible]

Form 81-734-3089

Page 2 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23122
Data Sheet No. 14885
Prefix 23-1065
Laboratory charge —

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite [illegible]
Sampled or inspected at Base
Sampled or inspected by H. Eckstein

Test results from 6" diameter cores.

Gradation: P 1" -	100	P 3/8" -	84	P #40 -	17
P 3/4" -	100	P 1/4" -	70	P #200 -	6.8
P 1/2" -	95	P #10 -	39	Asphalt Content	6.6%

with retention factor.

Moisture content at time of extraction 1.89 %

Effect of Water on Cohesion [illegible] Mixtures (AASHO-T-165)

Unconfined Compressive Strength (Dry-PSI) — 458
" " " (Wet-PSI) — 288
Average Bulk Specific Gravity — 1.98
Index of retained strength (%) — 63

Recovered asphalt by Abson Method (AASHTO - T-170)
Penetration @ 77° F.
Kinematic Viscosity @ 275° F. 427 cs
Absolute Viscosity @ 140° F 2299 P

Test results from 4" diameter cores. Rice Real Gravity — 2.12
Bulk Specific Gravity, in place: 1.78 Recompacted: 2.01
Hveem "S" Value " : — " : —
Hveem "C" Value " : " : —
% Relative Compaction 88.6 %
% Voids (Rice Method) 16.0 % 5.2 %

REPORT TO:
☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
☐ Materials, Portland
x ☐ Files
x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerance-Base Course: 1. Gradation-4% excess P¼", 6% excess P#10, 1% excess P#40, 0.7% deficient asphalt content. 2. Index of retained strength below minimum by 7%. 3. Percent voids at recompaction are excessive by 2.9% and percent relative compaction is 3.4% low. 4. Test results from the Abson recovery indicate that the asphalt in the mix is of a softer consistency than expected.

John C.

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23123
Data Sheet No. 1488 5
Prefix 23-1065
Laboratory charge $306

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite St. 286+00 [illegible]
Sampled or inspected at
To [illegible] [illegible]
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - 100 P 3/8" - 82 P #40 - 12.5
P 3/4" - 98 P 1/4" - 68 P #200 - 4.8
P 1/2" - 90 P #10 - 33 Asphalt Content 8.8 %
with retention factor.

Moisture content at time of extraction 1.73%

Effect of Water on Cohesion of Compacted Bituminous Mixtures*(AASHO-T-165)

Unconfined Compressive Strength ([illegible]) — 419
" " " ([illegible]) — 328
Average Bulk Specific Gravity — 1.97
Index of retained strength (%) — 78

Recovered asphalt by Abson Method (AASHTO - T-170)
Penetration @ 77° F. 43
Kinematic Viscosity @ 275° F. 636 Cs
Absolute Viscosity @ 140° F 5439 P.

Test results from 4" diameter cores. Rice Real Gravity — 2.13
Bulk Specific Gravity, in place: 1.77 Recompacted: 2.00
Hveem "S" Value " : — " : —
Hveem "C" Value " : — " : —
% Relative Compaction 88.5 %
% Voids (Rice Method) 16.9 % 6.1 %

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
☐ Materials, Portland
x ☐ Files
x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerance-Base Course: 1. Gradation- 2% excess P¼", 0.5% excess asphalt content. 2. Ind of retained strength is acceptable. 3. Percent voids at recompac tion are excessive by 3.8% and percent relative compaction is 3.5 low. 4. Test results from the Abson recovery indicate that asph in the mix is of the expected consistency.

John C. [illegible]

Form 81-734-3089

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23124
Data Sheet No. 14885
Prefix 23-1065
Laboratory charge $ 306

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. N. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite
Sampled or inspected at
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation:	P 1" - 100	P 3/8" - 82	P #40 - 12
	P 3/4" - 100	P 1/4" - 65	P #200 - 4.3
	P 1/2" - 91	P #10 - 31	Asphalt Content 8.3 % with retention factor.

Moisture content at time of extraction 2.24 %

Effect of Water on Cohesion of Compacted Bituminous Mixtures*(AASHO-T-165)

Unconfined Compressive Strength ([illegible]) — 342
" " " ([illegible]) — 297
Average Bulk Specific Gravity — 1.98
Index of retained strength ([illegible]) — 87

Recovered asphalt by Abson Method (AASHTO - T-170)
Penetration @ 77° F.
Kinematic Viscosity @ 275° F. cs
Absolute Viscosity @ 140° F p

Test results from 4" diameter cores. Rice [illegible] Gravity — 2.12

	In place	Recompacted
Bulk Specific Gravity, in place:	1.85	Recompacted: 2.01
Hveem "S" Value " :	—	" : —
Hveem "C" Value " :	—	" : —
% Relative Compaction		92.0 %
% Voids (Rice Method)	12.7 %	5.2 %

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x ☐ Region Engineer
- x ☐ Resident Engineer Burnett
- ☐ District Engineer
- ☐ Materials, Portland
- x ☐ Files
- x Western Const.

RECOMMENDATION

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerance-Base Course: 1. Gradation and asphalt content are acceptable. 2. Index of retained strength is satisfactory. 3. Percent voids at recompaction are excessive by 2.9%. 4. Test results from the Abson recovery indicate that asphalt in the mix is of a softer consistency than expected.

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23125
Data Sheet No. 14886
Prefix 23-1065
Laboratory charge #306

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite [illegible] 8' RT
Sampled or inspected at
To be used Base
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - 100	P 3/8" - 80	P #40 - 11
P 3/4" - 100	P 1/4" - 63	P #200 - 4.0
P 1/2" - 88	P #10 - 30	Asphalt Content 7.3 %

With retention factor.

Moisture content at time of extraction 1.86 %

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHO-T-165)

Unconfined Compressive Strength ([illegible]) — 583
" " " ([illegible]) — 343
Average Bulk Specific Gravity — 1.93
Index of retained strength (%) — 59

Recovered asphalt by Abson Method (AASHO T-170) Not on charges
Penetration @ 77° F.
Kinematic Viscosity @ 275° F. cs
Absolute Viscosity @ 140° F. p

Test results from 8" diameter cores. Rice Real Gravity — 2.16

	In place		Recompacted
Bulk Specific Gravity, in place:	1.76	Recompacted:	1.98
Hveem "S" Value " :	—	" :	—
Hveem "C" Value " :	—	" :	—
% Relative Compaction			88.9 %
% Voids (Rice Method)	18.5 %		8.3 %

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x ☐ Region Engineer
- x ☐ Resident Engineer Burnett
- ☐ District Engineer
- ☐ Materials, Portland
- x ☐ Files
- x Western Const.

SP*78665-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerance-Base Course: 1. Gradation and asphalt content are acceptable. 2. Index of retained strength is below minimum by 11%. 3. Percent voids at reco recompaction are excessive by 6% and percent relative compaction is 3.1% low. 4. Test results from the Abson recovery indicate that asphalt in the mix is of a softer consistency than expected.

John C. [illegible]

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23126
Data Sheet No. 1488 6
Prefix 23-1065
Laboratory charge $ 30¢

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const.
No. 8880
Date received 12-27-79
Date reported 3-12-80
Submitted by P. F. Burnett
Source of Material Jobsite Sta 410+00 4' Rt
Sampled or inspected at
To be used Base
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation:	P 1" - 100	P 3/8" - 79	P #40 - 11
	P 3/4" - 100	P 1/4" - 72	P #200 - 4.2
	P 1/2" - 88	P #10 - 28	Asphalt Content 7.5 % with retention factor.

Moisture content at time of extraction 1.63 %

Effect of Water on Cohesion of Compacted Bituminous Mixtures* (AASHO-T-165)

Unconfined Compressive Strength ([illegible]) — 490
" " " ([illegible]) — 383
Average Bulk Specific Gravity — 1,96
Index of retained strength ( ) — 78

Recovered asphalt by Abson Method (AASHTO - [illegible])
Penetration @ 77° F.
Kinematic Viscosity @ 275° F. cs
Absolute Viscosity @ 140° F p

Test results from 4" diameter cores. Rice Real Gravity — 2.14

Bulk Specific Gravity, in place:	1.75	Recompacted: 2.00
Hveem "S" Value " :	—	" : —
Hveem "C" Value " :	—	" : —
% Relative Compaction		87.5 %
% Voids (Rice Method)	18.2 %	6.5 %

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
☐ Materials, Portland
x ☐ Files
x [illegible] Western Const.

RECOMMENDATION

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerance. Base Course:
1. Gradation-6% excessive P¼", asphalt content is acceptable.
2. Index of retained strength is satisfactory. 3. Percent voids at recompaction are excessive by 4.2% and percent relative compaction is 4.5% low. 4. Test results from the Abson recovery indicate that asphalt in the mix is of a softer consistency than expected.

John C. [illegible]

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23127
Data Sheet No. 14886
Prefix 23-1065
Laboratory charge # 304

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite 5½ 446+50 [illegible] RT
Sampled or inspected at
To be used
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation:	P 1" - 100	P 3/8" - 80	P #40 - 12
	P 3/4" - 100	P 1/4" - 64	P #200 - 4.9
	P 1/2" - 91	P #10 - 30	Asphalt Content 7.6 % with retention factor.

Moisture content at time of extraction 1.70%

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHO-T-165)

Unconfined Compressive Strength (Dry-Psi) — 588
" " " (Wet-Psi) — 339
Average Bulk Specific Gravity — 1.93
Index of retained strength (%) — 58

Recovered asphalt by Abson Method (AASHTO - T-170)
Penetration @ 77° F.
Kinematic Viscosity @ 275° F. [illegible] CS
Absolute Viscosity @ 140° F P.

Test results from 4" diameter cores. Rice Real Gravity — 2.14

Bulk Specific Gravity, in place:	1.84	Recompacted:	1.98
Hveem "S" Value " :	—	" :	—
Hveem "C" Value " :	—	" :	—
% Relative Compaction			95.5 %
% Voids (Rice Method)	11.7 %		7.5 %

REPORT TO:

- ☐ F.H.W.A.
- x☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x☐ Region Engineer
- x☐ Resident Engineer Burnett
- ☐ District Engineer
- ☐ Materials, Portland
- x☐ Files
- X Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications

For class "B" design #79-16443 with job mix Tolerance-Base Course: 1. Gradation and asphalt content are satisfactory. 2. Index of retained strength is 12% less than minimum. 3. Percent voids at recompaction are excessive by 5.2%. 4. Test results from the Abson recovery indicate that asphalt in the mix is of a softer consistency than expected.

John C. Jenkins

Form 811784-3060

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79-23128
Data Sheet No. 1488 6
Prefix 23-1065
Laboratory charge 7 306

Project Brogon Hill-Brogon
Highway John Day
Contractor Western Const. No. 8880
Date received 12-27-79
Submitted by P. F. Burnett
Date reported 3-12-80
Source of Material Jobsite
Sampled or inspected at
To be used
Sampled or inspected by H. Eckstein
Quantity represented

Test results from 6" diameter cores.

Gradation:	P 1" - 100	P 3/8" - 75	P #40 - 11
	P 3/4" - 100	P 1/4" - 60	P #200 - 4.3
	P 1/2" - 86	P #10 - 27	Asphalt Content 7.1 % with retention factor.

Moisture content at time of extraction 1.98 %

Effect of Water on Cohesion of Compacted Bituminous Mixtures*(AASHO-T-165)

Unconfined Compressive Strength (Dry-P.s.i) — 550
" " " (Wet-Psi) — 312
Average Bulk Specific Gravity — 1.94
Index of retained strength (%) — 57

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.
Kinematic Viscosity @ 275° F. 468 cs
Absolute Viscosity @ 140° F 2670 p.

Test results from 4" diameter cores. Rice Real Gravity — 2.13

Bulk Specific Gravity, in place:	1.83	Recompacted: 1.99
Hveem "S" Value " :	—	" : —
Hveem "C" Value " :	—	" : —
% Relative Compaction		92.0 %
% Voids (Rice Method)	14.1 %	6.6 %

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
Materials, Portland
x ☐ Files
x SP-78666-734 Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

For class "B" design #79-16443 with job mix Tolerance-Base Course: 1. Gradation is satisfactory, asphalt content is 0.1% deficient. 2. Index of retained strength below minimum by 13%. 3. Percent voids at recompaction are excessive by 4.3%. 4. Test results from the Abson recovery indicate that asphalt in the mix is of a softer consistency than expected.

John C.

Pg. 1 of

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80- **2618**
Data Sheet No. [illegible]
Prefix 23-1065
Laboratory charge $231.42

Project Brogan Hill - Brogan
Highway John Day Hwy.
Contractor Western Construction No. 8880
Date received 11/28/79
Submitted by Boyle
Date reported 3-12-80
Source of Material For Laboratory Mix Design # 79-21783 ("4")
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Five samples were fabricated with material used on the Brogan Hill - Brogan Project. Samples contained from 6.0 to 8.0% asphalt inclusively at 0.5% increments. Samples were then tested according to Appendix A of NCHRP 4-8(3)/1 - "Effect of water related conditioning on Indirect Tensile Properties of Compacted Bituminous Mixtures" - by R.P. Lottman 1979 with the following modifications:

1. All five samples were given an initial Mr before vacuum saturation. This result will be Mr(I) in the calculations.
2. No samples were given a tensile strength test before vacuum saturation, therefore there is no value for St(I).
3. Instead of dividing samples into subsets, all five samples received a 3 hr. immersion after vacuum saturation.
4. After 3 hr. immersion all samples were tested for Mr. This value will be Mr II in the calculations. No samples were tested for tensile strength therefore there will be no value for St(II) in the calculations.
5. After Mr(II) testing the samples were reimmersed for the prescribed time and then received accelerated freeze-thaw testing.
6. All samples were then tested for values Mr(III) and St(III) and given a visual examination.

These results were determined for the following areas: (Continued)

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
☐ Files
x
x SP-86653-734 Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

1. Resilient Modulus (MR) test results for water saturated specimen indicate satisfactory resistance to damage from water effect.
2. Resilient Modulus (MR) test results for freezer-thaw conditioned samples indicate that a minimum asphalt content of 7% is required t provide resistance to damage from freeze-thaw effect.

John C. Jackson

Pg 2 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Vacuum Saturation

Laboratory No. 80· 2618

Data Sheet No.

Prefix 23-1065

Laboratory charge

Project Brogan Hill - Brogan

Highway John Day Hwy.

Contractor Western Construction No. 8880

Date received 11/28/79

Submitted by Boyle

Date reported

Source of Material

Sampled or inspected at

To be used

Sampled or inspected by

Quantity represented

Sample #	1	2	3	4	5
Asphalt percentage	6.0	6.5	7.0	7.5	8.0
Asph. Film Thickness	Suff.-(Dry)	Suff.	Suff.	Suff-Thick	Thick
Surface Condition	0	0+	0+	1	2+
Height (inches)	2.9	2.9	2.9	2.9	2.9
Bulk Specific Gravity	1.97	2.00	2.01	2.02	2.04
Dry Resilient Modulus $[M_R(I)] \times 10^3$	613	538	461	372	426
Vacuum Sat. Res. Mod. - $M_R(II) \times 10^3$	590	452	513	391	443
Freeze-Thaw Res. Mod. - $M_R III \times 10^3$	353	302	381	408	470
Tensile Strength - $S_t III$ psi	18.79	21.62	20.10	21.86	23.47
Visual Evaluation	slight stripping	slight stripping	slight stripping	slight stripping	slight stripping
$M_R R_1$ - $M_R II / M_R I$	.96	.84	1.11	1.05	1.04
$M_R R_2$ - $M_R III / M_R I$	.58	.56	.83	1.10	1.10

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

SP*80043-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Pg. 1 of 3

Form 81-734-3080

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80- 2619
Data Sheet No. [illegible]
Prefix 080-5158
Laboratory charge $264.48

HPR Study to Predict Moisture Damage in F[illegible]

Project Brogan Hill - Brogan
Highway John Day Hwy.
Contractor Western Construction No. 8880
Date received 2/8/80
Submitted by Boyle
Date reported 3-12-80
Source of Material For Laboratory Mix Design #80-3549 ([illegible])
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Nine samples were fabricated with material used on the Brogan Hill - Brogan Project. Samples contained from 6.0 to 8.0% asphalt inclusively, three each at 6.0, 7.0, & 8.0%. Samples were then tested according to Appendix A of NCHRP 4-8(3)/1 - "The effect of Water Related Conditioning on Indirect Tensile Properties of Compacted Bituminous Mixture" - by R.P. Lottman 1979, with the following modifications:

1. The nine samples were not duplicates in all aspects. Three sets of three samples at different asphalt content were fabricated.

2. All tests were performed at 77°F including submersion.

3. After Resilient Modulus testing, and prior to testing for dianetral tensile strength, samples were immersed for 1 hr., not ½ hr.

These results were determined in the following areas: (continued on pg. 2.)

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
x ☐ Files
x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

1. Resilient Modulus (MR) test results for water saturated specimens indicate that satisfactory resistance to damage from water effect ca be obtained. 2. Resilient Modulus (MR) test results for freeze-th conditioned specimens indicate a minimum asphalt content of near 8% is required to obtain satisfactory resistance to pavement damage fro freeze-thaw effect. 3. Tensile stress (St) test results indicate satisfactory resistance to water effect and an asphalt content of 7% requi[illegible] for freeze-thaw [illegible]

pg. 2 of 3

Form 81-734-2060

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80- 2619
Data Sheet No.
Prefix 23-1065
Laboratory charge

Project Brogan Hill - Brogan
Highway John Day Hwy.
Contractor Western Construction No. 8880
Date received 2/8/80
Submitted by
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Sample No.	17	11	14	12	18	15
Asphalt %	6.0	6.0	6.0	7.0	7.0	7.0
Asph. Film Thickness	Dry-Suff.	Dry-Suff.	Dry-Suff.	Suff.	Suff.	Suff.
Surface Condition	0	0	0	0+	0+	0+
Height (inches)	2.48	2.47	2.47	2.43	2.43	2.45
Bulk Specific Gravity	1.95	1.96	1.95	1.99	2.00	1.99
Unconditioned Resilient Modulus (Mr I) x10³	395	—	—	412	—	—
Vacuum Saturated Resilient Modulus (Mr II) x10³	—	332	—	—	406	—
Freeze-Thaw Resilient Modulus (Mr III) x10³	—	—	140	—	—	184
Unconditioned Tensile Strength (St I) psi.	30.28	—	—	34.07	—	—
Vacuum Saturated Tensile Strength (St II) psi.	—	27.92	—	—	31.33	—
Freeze-Thaw Tensile Strength (St III) psi.	—	—	15.40	—	—	21.49
Visual Evaluation	moderate stripping	moderate stripping	severe stripping	slight stripping	moderate stripping	moderate stripping
Mr Ratio 1 Mr II/Mr I	→	0.84	←	→	0.99	←
Mr Ratio 2 Mr III/Mr I	→	→	0.35	→	→	0.45
St Ratio 1 St II/St I	→	0.92	←	→	0.92	←
St Ratio 2 St III/St I	→	→	0.51	→	→	0.73

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jackins

SP*49063-734

Pg. 3 of 3

Form 81-134-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80- **2619**
Data Sheet No.
Prefix 23-1065
Laboratory charge

Project Brogan Hill-Brogan
Highway John Day Hwy.
Contractor Western Construction No. 8880
Date received 2/8/80
Submitted by
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Sample No.	13	19	16	
Asphalt %	8.0	8.0	8.0	
Asph. Film Thickness	Suff-Thick	Thick	Suff.-Thick	
Surface Condition	1+	2	-2	
Height (inches)	2.41	2.44	2.44	
Bulk Specific Gravity	2.03	2.01	2.01	
Unconditioned Resilient Modulus (MR I) x10³	411	—	—	
Vacuum Saturated Resilient Modulus (MR II) x10³	—	327	—	
Freeze-Thaw Resilient Modulus (MR III) x10³	—	—	309	
Unconditioned Tensile Strength (St I) psi.	26.32	—	—	
Vacuum Saturated Tensile Strength (St II) psi.	—	28.21	—	
Freeze-Thaw Tensile Strength (St III) psi.	—	—	22.56	
Visual Evaluation	moderate stripping	moderate stripping	slight stripping	
MR Ratio 1 $^{MR\ II}/_{MR\ I}$	→	0.80	←	
MR Ratio 2 $^{MR\ III}/_{MR\ I}$	→	→	0.75	
St Ratio 1 $^{St\ II}/_{St\ I}$	→	1.07	←	
St Ratio 2 $^{St\ III}/_{St\ I}$	→	→	0.85	

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

[illegible]

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

OREGON STATE HIGHWAY DIVISION
Materials Section

(40% P¼)

PRELIMINARY BITUMINOUS MIXTURE DESIGN

#6

Laboratory No. 80- 3548
Data Sheet No. 9B-13037
Prefix 23-1065
Amount Charge $325
Date Received 2/5/80
Date Reported 3-12-80
Mix Type Class "B" NC

Project Brogan Hill- Brogan
Contractor: Prime Western Const. Contract No. 8880 Fed. Aid No.
Paving
Engineer: Region W.E. Schwartz Resident P.F. Burnett
Aggregate: Source 23-104-5 Vilsmeyer Type Quarry
Asphalt: Brand Husky Grade 9R4000

ADT-640

MIX DESIGN PROPORTIONS:

Agg. Size	Field 3/4-1/4	Field 1/4-0		Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.	41	59							
1	100								
3/4	98.0			100	100	100	100	100	
1/2	67.2			87	87	87	87	87	
3/8		100		75	75	75	75	75	
1/4	12.8	92.9		60	60	60	60	60	
4				51	51	51	51	51	
10	2.8	45.8		28	28	28	28	29	
40	2.3	17.0		11	12	12	12	12	
200 Dry	1.5	6.9		4.7	5.2	5.0	5.0	5.0	
wet									
No. Ave.	33.	28							
Asphalt Content Including	0.5	% Retention				*8.3	*8.8	*8.8	

Recommended mix temperature at Time of placement 280°F.

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.06	2.08	2.08	
Mix Design % Voids @ 100% Compaction	3.0	0.8	0.8	

MIX DESIGN TEST DATA:

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Husky 9R4000	6.0	6.5	7.0	7.5	8.0
Asphalt Film Thickness	Dry-Suff	Suff.	Suff.	Suff-Th	Thick
Stability Value @ 1st Compaction	37	36	36	34	34
Cohesion Value @ 1st Compaction	—	—	—	—	—
Bulk Sp. Gravity @ 1st Compaction	1.94	1.96	1.98	2.00	2.02
Percent Voids @ 1st Compaction	10.6	8.8	7.0	5.2	2.4
Stability Value @ 2nd Compaction	47	46	44	39	39
Bulk Sp. Gravity @ 2nd Compaction	2.01	2.03	2.05	2.07	2.08
Percent Voids @ 2nd Compaction	7.4	5.6	3.8	1.9	0.4
Real Gravity @ 0% Voids Rice Method	2.17	2.15	2.13	2.11	2.09

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%)	6.0	7.0	8.0
Index of Ret. Str. (%) Husky 9R4000	47	65	82

[1] Test Gradation calculated from aggregate production averages.

[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

* Asphalt content adjusted to compensate for aggregate breakdown during compaction of trail mixes. Recommend design # 80-3551.

FWHA
x Construction
Maintenance
x Regional Engineer
Regional Maint. Eng.
Resident Engineer P.F. Burnett
Soils & Geology
x Regional Geologist V. Moore
x Files
x Western Const.

Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

(65% P ¼)
#7

Laboratory No. 80- 3549
Data Sheet No. 9B-13037
Prefix 23-1065
Amount Charge $325
Date Received 2/5/80
Date Reported 5-12-80
Mix Type-Class "B" A/C

Project Brogaw Hill- Brogan
Contractor: Prime Western Const. Contract No. 8880 Fed. Aid No. TQF-88-3(2)
Paving
Engineer: Region W.E. Schwartz Resident P.F. Burnett
Aggregate: Source 23-104-5 Vilsmeyer Type Quarry
Asphalt: Brand Husky Grade AR4000

ADT-640

MIX DESIGN PROPORTIONS:

Agg. Size	Field 3/4-1/4	Field 1/4-0		Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
				Dry Sieve[1]	Washed by Vacuum[1]	Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.	35	65							
1	100								
3/4	98			100	100	100	100	100	
1/2	67.2			88	88	88	88	88	
3/8		100		78	78	78	73	78	
1/4	12.9	92.9		65	65	65	65	65	
4				55	55	55	55	55	
10	2.8	45.8		31	31	31	31	31	
40	2.3	17.0		12	13	13	13	13	
200 Dry	1.5	6.9		5.0	5.5	5.0	5.0	5.0	
wet									
No. Ave.	33.	28							
Asphalt Content Including			0.4	% Retention		* 8.1	* 8.7	* 8.7	

Recommended mix Temperature at time of placement. 280°F.

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.06	2.08	2.08	
Mix Design % Voids @ 100% Compaction	3.0	0.8	0.8	

MIX DESIGN TEST DATA:

Resistance to Deformation and Cohesion: (ASTM D1560 and 1561)

Asphalt Content (%)	Husky AR4000	6.0	6.5	7.0	7.5	8.0
Asphalt Film Thickness		Dry-Suff.	Suff.	Suff.	Suff.	Suff-Th.
Stability Value @ 1st Compaction		33	32	35	33	32
Cohesion Value @ 1st Compaction		—	—	—	—	—
Bulk Sp. Gravity @ 1st Compaction		1.96	1.98	2.00	2.02	2.03
Percent Voids @ 1st Compaction		9.7	7.9	6.1	4.3	2.9
Stability Value @ 2nd Compaction		45	40	41	38	34
Bulk Sp. Gravity @ 2nd Compaction		2.02	2.04	2.06	2.08	2.09
Percent Voids @ 2nd Compaction		6.9	5.1	3.3	1.4	0.0
Real Gravity @ 0% Voids	Rice method	2.17	2.15	2.13	2.11	2.09

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%)		6.0	7.0	8.0
Index of Ret. Str. (%)	Husky AR4000	34	57	73

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

* Asphalt content adjusted to compensate for aggregate breakdown during compaction of trail mixes. Recommend design # 80-3551.

FWHA
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Maintenance
x Regional Engineer
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Resident Engineer P.F. Burnett
Soils & Geology
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John C. Jenkins
Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

(70% P 1/4)

#8

Laboratory No. 80-3550
Data Sheet No. 9B-13037
Prefix 23-1065
Amount Charge $325-
Date Received 2/5/80
Date Reported 3-12-80
Mix Type-Class "B" A/C

Project BrogawHill-Brogan
Contractor: Prime Western Const. Contract No. 5880 Fed. Aid No. TQF-88-3(2)
Paving
Engineer: Region W.E. Schwartz Resident P.F. Burnett
Aggregate: Source 23-104-5 Vilsmeyer Type Quarry
Asphalt: Brand Husky Grade AR4000
ADT-640

MIX DESIGN PROPORTIONS:

Agg. Size	Field 3/4-1/4	Field 1/4-0		Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.	28	72							
1	100								
3/4	98			100	100	100	100	100	
1/2	67.2			94	94	94	94	94	
3/8		100		91	91	91	91	91	
1/4	12.8	92.9		70	70	70	70	70	
4				61	61	61	61	61	
10	2.8	45.8		34	34	34	34	34	
40	2.3	17.0		13	14	14	14	14	
200 Dry	1.5	6.9		5.4	5.8	5.0	5.0	5.0	
wet									
No. Ave.	33-	28							
Asphalt Content Including	0.5	% Retention				*8.7	*9.0	* 9.0	

Recommended mix Temperature at time of placement 280°F.

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.04	2.06	2.06	
Mix Design % Voids @ 100% Compaction	3.2	0.8	0.8	

MIX DESIGN TEST DATA:

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Husky AR4000	6.0	6.5	7.0	7.5	8.0
Asphalt Film Thickness	Dry-Suff	Dry-Suff.	Suff.	Suff.	Suff-Th.
Stability Value @ 1st Compaction	34	33	34	32	32
Cohesion Value @ 1st Compaction	—	—	—	—	—
Bulk Sp. Gravity @ 1st Compaction	1.91	1.93	1.95	1.97	1.98
Percent Voids @ 1st Compaction	12.4	10.6	8.9	7.1	5.7
Stability Value @ 2nd Compaction	48	48	49	40	43
Bulk Sp. Gravity @ 2nd Compaction	1.98	2.00	2.02	2.04	2.06
Percent Voids @ 2nd Compaction	9.2	7.4	5.6	38	1.9
Real Gravity @ 0% Voids Rice Method	2.18	2.16	2.14	2.12	2.10

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%)	6.0	7.0	8.0
Index of Ret. Str. (%) Husky AR 4000	28	40	62

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

* Asphalt content a adjusted to compensate for aggregate breakdown during compaction of trail mixes. Recommend design # 80-3551

John C. Jenkins

Engineer of Materials and Research

FWHA
x Construction
Maintenance
x Regional Engineer
Regional Maint. Eng
Resident Engineer P.F. Burnett
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x Regional Geologist V. Moore
x Files
x Western Const.

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

(65% P1/4")
#9

Laboratory No. BR- 3551
Data Sheet No. 9B-13078
Prefix 23-1065
Amount Charge $325
Date Received 2/25/80
Date Reported 3-12-80
Mix Type-Class "B" A/C

Project Brogan Hill- Brogan
Contractor: Prime Western ConsT. Contract No. 8880 Fed. Aid No. TQF-83-3(2)
Paving
Engineer: Region W.E. Schwartz Resident P.F. Burnett
Aggregate: Source 23-104-5 Vilsmeyer Type Quarry
Asphalt: Brand Husky Grade AR4000

MIX DESIGN PROPORTIONS: (3/4-1/4) Field cleaned ADT-640

Agg. Size	Field 3/4-1/4	Field 1/4-0		Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum [redacted]	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.	35	65							
1	100								
3/4	98			100	100	100	100	100	
1/2	67.2			88	88	87	87	87	
3/8		100		78	78	78	79	79	
1/4	12.8	92.9		65	65	65	65	65	
4				55	55	55	55	55	
10	2.8	45.8		31	31	31	31	31	
40	2.3	17.0		12	13	13	13	13	
200 Dry	1.5	6.9		5.0	5.4	5.0	5.0	5.0	
[redacted] wet									
No. Ave.	33.	28							
Asphalt Content Including	0.7	% Retention				*8.3	*8.8	*8.8	

Recommended mix temperature at time of placement 280°F.

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.04	2.06	2.06	
Mix Design % Voids @ 100% Compaction	1.9	0.4	0.4	

MIX DESIGN TEST DATA:

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Husky AR4000	6.0	6.5	7.0	7.5	8.0
Asphalt Film Thickness	Dry-Suff	Suff.	Suff	Suff-Th	Thick
Stability Value @ 1st Compaction	31	31	35	33	34
Cohesion Value @ 1st Compaction					
Bulk Sp. Gravity @ 1st Compaction	1.99	2.01	2.03	2.05	2.05
Percent Voids @ 1st Compaction	7.9	6.1	4.2	2.4	1.9
Stability Value @ 2nd Compaction	38	46	42	41	40
Bulk Sp. Gravity @ 2nd Compaction	2.04	2.06	2.08	2.10	2.09
Percent Voids @ 2nd Compaction	5.6	3.7	1.9	0.0	0.0
Real Gravity @ 0% Voids Rice method	2.16	2.14	2.12	2.10	2.09

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%)	6.0	7.0	8.0
Index of Ret. Str. (%) Husky AR4000	53	74	96

[1] Test Gradation calculated from aggregate production averages.

[2] Design Gradation provides full job mix tolerance within broad bund grading limits (section 403.11).

*Asphalt content adjusted to compensate for aggregaye breakdown during compaction of trail mixes. Recommend this design for use.

FWHA
x Construction
Maintenance
x Regional Engineer
Regional Maint. Eng.
Resident Engineer P.F. Burnett
Soils & Geology
x Regional Geologist V. Moore
x Files
x Western Const.

John C. Jenkins
Engineer of Materials and Research

pg. 1 of 5

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

HPR Study to Predict Moisture Damage to [illegible]

Bituminous Mix Design

Laboratory No. 80- 3660 ~~AS13708~~

Data Sheet No. None

Prefix 23-1065

Laboratory charge 121.00

Project Brogan Hill - Brogan

Highway John Day Hwy.

Contractor Western Construction No. 8880

Date received 2/29/80

Submitted by Boyle

Date reported 3-12-80

Source of Material For Laboratory Mix Design # [illegible] (79)

Sampled or inspected at

To be used

Sampled or inspected by

Quantity represented

Nine samples were fabricated with material used on the Brogan Hill - Brogan Project. Samples contained from 6.0% to 8.0% asphalt inclusively, three each at 6.0%, 7.0% and 8.0%. Samples were then tested according to Appendix A of NCHRP 4-8(3)/1 - "The Effect of Water Related Conditioning on Indirect Tensile Properties of Compacted Bituminous Mixture" - by R.P. Lottman 1979, with the following modifications:

1. The nine samples were not duplicates in all aspects. Three sets of three samples at different asphalt contents were fabricated.

2. All tests were performed at 77°F including submersion.

3. After Resilient Modulus testing, and prior to testing for diametral tensile strength, samples were immersed for one hour, not one-half hour.

These results were determined in the following areas:

(continued on page 2)

John C. Jenkins

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
x ☐ Files
x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

1. Resilernt Modulus (MR) test results for water saturated specimens indicate satisfactory resistance to damate from water effect. 2. Relilient Modulus (MR) test results for freeze-thaw conditimed speciecmins indicate that a minimum asphalt content if 8% is required to provide resistance to damage. from freez-thaw.

3. Tensil stress ratio is at a satisfactory level for saturated sp and at a borderline level for [illegible]

Pg 2 of 3

Form [illegible]

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Bit. Mix Design

Laboratory No. 80-3660
Data Sheet No. None
Prefix 23-1065
Project Brogan Hill - Brogan
Laboratory charge
Highway John Day Hwy.
Contractor Western Construction No. 8880
Date received 2/29/80
Submitted by Boyle
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Sample Number	12	9	6	7	10	13
Asphalt Percentage	6.0	6.0	6.0	7.0	7.0	7.0
Asphalt Film Thickness	Dry (Suff)	Dry-(Suff)	Dry (Suff)	Suff.	Suff.	Suff.
Surface Condition	0+	0	0	0+	0+	0+
Height (inches)	2.41	2.42	2.41	2.43	2.41	2.45
Bulk Specific Gravity	1.98	1.99	2.01	2.03	2.02	2.01
Unconditioned Resilient Modulus (MR I) x 10^3	460			380		
Vacuum Saturated Resilient Modulus (MR II) x 10^3		393			372	
Freeze-Thaw Resilient Modulus (MR III) x 10^3			194			219
Unconditioned Tensile Strength (St I) in psi.	30.47			34.99		
Vacuum Saturated Tensile Strength (St II) in psi.		29.66			29.94	
Freeze-Thaw Tensile Strength (St III) psi.			23.25			21.31
Visual Evaluation	moderate stripping	moderate stripping	severe stripping	moderate stripping	moderate stripping	severe stripping
MR Ratio 1 MRII/MRI			0.85			0.98
MR Ratio 2 MRIII/MRI			0.42			0.58
St Ratio 1 StII/StI			0.97			0.86
St Ratio 2 StIII/StI			0.76			0.61

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

[illegible]

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Pg. 3 of 3

Form [illegible]

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Bit. Mix Design

Laboratory No. 80-3660
Data Sheet No. None
Prefix 23-1065
Laboratory charge

Project Brogan Hill-Brogan
Highway John Day Hwy.
Contractor Western Construction No. 8880
Date received 2/29/80
Submitted by Boyle
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Sample Number	8	14	11			
Asphalt Percentage	8.0	8.0	8.0			
Asphalt Film Thickness	Thick	Thick	Thick			
Surface Condition	2	3+	3			
Height (inches)	2.45	2.42	2.42			
Bulk Specific Gravity	2.03	2.05	2.04			
Unconditioned Resilient Modulus (MR I) x 10^3	362					
Vacuum Saturated Resilient Modulus (MR II) x 10^3		388				
Freeze-Thaw Resilient Modulus (MR III) x 10^3			293			
Unconditioned Tensile Strength (St I) in psi.	29.30					
Vacuum Saturated Tensile Strength (St II) in psi.		21.38				
Freeze-Thaw Tensile Strength (St III) psi.			25.02			
Visual Evaluation	moderate stripping	moderate stripping	moderate stripping			
MR Ratio 1 MR II/MR I			1.07			
MR Ratio 2 MR III/MR I			0.81			
St Ratio 1 St II/St I			0.73			
St Ratio 2 St III/St I			0.85			

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

[illegible]

PAGE 2 of!

Form 81-734-3080

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Chemical Analysis

Laboratory No. 80- 3755
Data Sheet No. 3672
Prefix 23 - 1065
Laboratory charge 1104-

Project Brogan Hill - Brogan
Highway John Day
Contractor Western Const No.
Date received 11/21/80
Submitted by Jim Wilson
Date reported 3-12-80
Source of Material Stockpile Aggregate used for mix Design #79-1997
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

A SAMPLE OF the COARSE & FINE Aggregate was BLENDED in the same proportions as that indicated by the mix DESIGN. This sample, which was previously dried at 60°C, was CRUSHED and pulverized to pass a 100 mesh SIEVE and submitted For Analysis.

Ⓐ

A Water Slurry made with the pulverized material Had a pH of 8.5. SEE NOTE 1

Ⓑ

Loss on drying and ignition:

Loss @ 105°C - 1.0%
150°C 1.2%
500°C 2.2%
900°C 2.6% SEE Note 2

Ⓒ

Boiling Water Solubility: Soluble product plus Material passing a 5 Mm Filter - 3.3% SEE Note 3

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer
x ☐ Resident Engineer Burnett
☐ District Engineer
x ☐ Files
x Western Const.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

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Form 81-734-2000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80-3755
Data Sheet No. 3672
Prefix 23-1065
Project Brogan Hill - Brogan
Laboratory charge
Highway
Contractor
No.
Date received 1-21-80
Submitted by
Date reported 3-12-80
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Ⓓ

Analysis of Material Passing The 5 µm Filter. See Note 4

Solid Material Passing 5 µm Filter & Retained on 0.45 µm Filter, %,	35
Water of Hydration and water Bound in the Clay Portion, %,	42
(temperature Range >105°C to 900°C)	
Aluminum oxide (Al_2O_3)	3
Calcium oxide (CaO)	Trace
Copper oxide (CuO)	Not Detectable
Iron oxide (Fe_2O_3)	4
Magnesium oxide (MgO)	Trace
Manganese oxide (MnO)	trace
Potassium oxide (K_2O)	1
Silicon dioxide (SiO_2)	15
Sodium oxide (Na_2O)	2
Zinc oxide (ZnO)	trace

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

[illegible]-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Page 3-3- 4

Form 81-134-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80- 3755
Data Sheet No.
Prefix 23-1065
Laboratory charge

Project Brogan Hill - Brogan
Highway
Contractor
No.
Date received 1-21-80
Date reported 3-13-80
Submitted by
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Ⓔ

Cation Analysis: See Note 5

Sulfate	–	None	Detected
Sulfide	–	"	"
Sulfur	–	"	"
Carbonate	–	"	"
Chloride	–	Trace	

Ⓕ

Asphalt Analysis for Sulfur See note 6

Rathin Sample 3.6 %
Reclaimed Sample 3.5 %

Note 2: This pH is typical of alkali Earths

Note 2: The Loss on Ignition (Losses above 105°C) is primarily water of hydration and water bound to the clay portion

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Page 4 of 4

Form 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80-3755
Data Sheet No.
Prefix 23-1065
Laboratory charge

Project Brogan Hill - Brogan
Highway
Contractor
No.
Date received
Submitted by
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Note 3: the 5 Mm Filter is the Most Retentive Standard Filter, Any material passing this filter is either a clay or colloide.

Note 4: The Material Passing a 5 Mm filter and Retained on a 0.45 Mm Filter is probably deleterious clays with bound water. The water of Hydration is water that is part of the Soluble Silicates: the oxide composition indicates that the Soluble Portion would behave as a [illegible] material that would bind the clays to the Surface of the Aggregate.

Note 5: this is typical for many of the [illegible] [illegible]. The absence of these cations strongly indicates that the Anions are in oxide Form

Note 6: Sulfur content of asphalt is typical of that in available literature.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

[illegible]-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

STATE OF OREGON

INTEROFFICE MEMO

5

TO: C. T. Keasey
Asst. State Highway Engineer

DATE: December 20, 1979

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Subject: Preliminary Evaluation of Class "B" Paving, Brogan Hill-Brogan Section, Cont. #8880

As requested, we have reviewed the results of laboratory tests to estimate the quality of Class "B" asphalt concrete pavement on the Brogan Hill-Brogan project. Based on the results of Index of Retained Strength (IRS) tests, the reduced durability of the paving results in an average deficiency equivalent to 0.2 inch of pavement for each 2 inch thickness. For the eight field samples, the deficiency ranges from 0.00 to 0.36 inches or 0 to 18 percent.

In order to determine the effect of moisture, aggregate soil coating and light weight material on mix IRS values, the test results have been compared at a reference asphalt content. Since the field samples all contain different asphalt contents, their IRS values have been adjusted to a reference of 7.5 percent asphalt using a factor from our mix design testing of 17.5 percent IRS change for each one percent difference in asphalt content. The following is a listing of IRS values at the reference asphalt content for the laboratory prepared and field samples.

Laboratory prepared samples @ 7.5% asphalt

	Lab. No.	Aggregate	Mix Sp. Gr.	% Moist.	Mix % IRS
#1	79-16443	Hard - Clean	1.95	0.0	89
#2	79-19084	Dirty-Screened clean	2.01	"	85
#3	79-19085	Dirty	1.93	"	58
#4	79-19977	Dirty	1.95	"	60
#5	79-19978	Dirty	1.90	"	62
#6	79-19978	Dirty	1.91	"	65
#7	79-19978	Dirty	1.92	"	52
#8	79-19979	Not too clean	1.92	"	62
#9	79-21783	Clean - Screened	2.04	"	116
#10	79-21783	" "	1.98	"	98
#11	-	" "	2.01	1%±	86
#12	-	" "	2.02	2%±	89
#13	-	Dirty	1.97	1%±	77
#14	79-21784	Clean	1.99	0.0	112

Contains Recycled Materials

Field Samples

	Lab. No.	Field Test No.	Mix Comp. Sp. Gr. adjusted for 7.5% Asphalt	Field % Moist.	Mix IRS adjusted for 7.5% Asphalt
#1	79-18634	4	1.95	0.65	42 – 37%
#2	79-19078	8	1.97	0.63	57 – 38%
#3	79-19474	-	1.92	0.33	40 – 56%
#4	79-19554	18	1.92	0.22	55 – 64%
#5	79-20059	-	1.94	0.52	57 – 59%
#6	79-20828	29	1.95	0.51	55 – 50%
#7	79-20829	30	1.96	0.18	55 – 43%
#8	79-21222	31	1.93	0.59	48 – 50%

From an inspection of the test results, it can be seen that the mixtures with low IRS values contain soil coated aggregates, excess light weight material (indicated by a low specific gravity) and/or moisture. The tabulation indicates a 33 percent average IRS reduction from the use of aggregates with soil coating and/or light weight material. Tests made on samples with and without moisture show that at a one percent moisture level, IRS is reduced 13 percent for laboratory prepared samples and 10 percent for field samples.

With an increase in field sample IRS test results by 10 percent to adjust for the effect of moisture, the values range from 47 to 74 percent. Based on a relationship between IRS and crushed base equivalent (CBE) values established from information accumulated over the past several years, the adjusted test results indicate a pavement of a 1.64 to 2.00 CBE quality. The 1.64 CBE pavement of 2 inch thickness is of a (2 x 1.64) 3.28 CBE credit in the pavement structural section rather than (2 x 2.00) 4.00 CBE. This results in a thickness deficiency of 0.36 inch (0.72/2.0 CBE per inch) for the 2 inch pavement.

In addition to the pavement durability deficiency indicated by the IRS tests, the pavement quality is reduced from the high void content indicated by the core compaction tests. The in place void content averages 16.5 percent with 7.7 percent voids at 100 percent compaction. This low specific gravity of the pavement is the result of an asphalt content deficiency for the mix containing light weight material and soil coating of aggregates.

It is recommended that the pavement with high void content be sealed for protection from asphalt stripping before paving the wearing surface. Also, it is suggested that, along with the planned testing of pavement samples for IRS, the pavement structural section be checked for a possible stiffness deficiency by the Benkelman Beam method.

cc: W. E. Schwartz
Bob Hector
Frank Burnett
Vern Moore

Field Samples

	Lab. No.	Field Test No.	Mix Comp. Sp. Gr. adjusted for 7.5% Asphalt	Field % Moist.	Mix IRS adjusted for 7.5% Asphalt *
#1	79-18634	4	1.95	0.65	(37) 42
#2	79-19078	8	1.97	0.63	(38) 57
#3	79-19474	-	1.92	0.33	(56) 40
#4	79-19554	18	1.92	0.22	(64) 55
#5	79-20059	-	1.94	0.52	(59) 57
#6	79-20828	29	1.95	0.51	(50) 55
#7	79-20829	30	1.96	0.18	(43) 55
#8	79-21222	31	1.93	0.59	(50) 48

*Values in parentheses are those reported.

From an inspection of the test results, it can be seen that the mixtures with low IRS values contain soil coated aggregates, excess light weight material (indicated by a low specific gravity) and/or moisture. The tabulation indicates a 33 percent average IRS reduction from the use of aggregates with soil coating and/or light weight material. Tests made on samples with and without moisture show that at a one percent moisture level, IRS is reduced 13 percent for laboratory prepared samples and 10 percent for field samples.

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cc: W. E. Schwartz
Bob Hector
Frank Burnett
Vern Moore

8580

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL [illegible]/OR AUTHORIZATION

11 - 20 - 79

FEDERAL AID PROJECT NO. [illegible]F-88-3(2)

STATE PROJECT NO. See below

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80405

FROM:

G. L. Green, Division
Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

11-27

RECEIVED
STATE HWY ENGR
NOV 27 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-29-78	10-26-79	Primary 88
		STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

Brogan Hill - Brogan Section

GENERAL DESCRIPTION OF WORK:

Permanent signing throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX
XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-26-79, as requested in Mr. Keasey's letter of 10-29-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $2,681 Federal Funds $2,362.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-20-79	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Malheur	DIVISION Oregon

IN COMPANY WITH Unaccompanied. Discussed with P. Burnett, Resident Engineer; R. Hector, Region 5 Construction Engineer

DATE OF INSPECTION 10-23-79	INSPECTION MADE BY David B. Carter, Area Engineer	PROJECT NO. TQF-88-3(2)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 42 %	WORK COMPLETED 74 %

BROGAN-BROGAN HILL SECTION
JOHN DAY HIGHWAY
Grading, Paving and Structures

This inspection is a review of the paving work done on the project to date.

Work completed:

The grading on the project is essentially complete. The base is complete from near the quarry site to the beginning of the project. Below the quarry site road, one lift of base aggregates remain to be placed. Approximately 10% of the base lift of the asphaltic concrete has been placed beginning near the quarry site access road and continuing uphill toward the beginning of the project.

Work in Progress:

The contractor was paving the base lift between Stations 131+50 to 208 and was also placing the aggregate leveling course on the lower end of the project. The crusher was not in operation. Some crushing remains to produce the remainder of the plant mix aggregate base material.

Remarks:

Although the rock in the quarry has met pertinent qualifying tests, some concern has been expressed regarding the aggregates being used for the asphaltic concrete. Except for the first days production of about 200 tons (the contractor only ran a short time on the first day as the mix looked bad and contractor shut down even before the test results were complete) the testing indicates the material meets pertinent job control on-site specifications with the moisture being below 1% and the material passing the No. 200 sieve in the 3-3-1/2% range. The plant is producing only about 150-170 tons an hour due to the wet nature of the material in the stockpile. To date, approximately 2000 tons have been placed. The plan quantity of asphaltic concrete for the project is 21,100 tons.

Previous Editions of PR-33B Will Not Be Used.

Central laboratory tests of the paving aggregates for lightweight pieces (AASHTO T 113) indicate excess lightweight particles in the 3/4 - 1/4 fraction of the aggregates. The laboratory is presently investigating the effect of this material on the quality of the mix. The coarse fraction of the paving aggregates also appears to be somewhat coated with finer material. Further testing is also being done to determine what effect this coating has on the quality of the mix. Samples of the mix have also been taken to determine the Index of Retained Strength for the mix.

11-26-79

Index of Retained Strength test results indicate low strengths for the mix. The contractor then rewashed the coarse fraction to remove the coating from the rock. The mix was then retested. The later tests also indicated Index of Retained Strength results below specification requirements. Paving has stopped on the project due to this problem and unsuitable weather. Paving is not expected to resume until suitable weather in the spring. The central laboratory is presently performing additional testing of the aggregates. Blending with other aggregates may also be investigated.

Latoratory tests made on the aggregates for mix design purposes prior to paving indicate a mix could be made within specifications using the material produced at that time (Laboratory No. 79-16443, dd 10-4-79).

The base lift has been completed. In addition, approximately 8000 feet of the top lift has also been placed.

RECEIVED
STATE HWY ENGR
NOV 30 '79
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

11-30
dy

STATE COPY

7-25-79

cc: State (H. S. Coulte[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
Keasey
FOR
Info ☐ Invs ☐ R/D ☐ D/R ☐ Sec ☐ Act ☐ File ☐

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION 8-14 Oregon

IN COMPANY WITH
Frank Burnett, Resident Engineer, OSHD

cy

DATE OF INSPECTION 7-25-79	INSPECTION MADE BY David B. Carter, Area Engineer	PROJECT NO. F-88-3(2)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 22 %	WORK COMPLETED 37 %

BROGAN HILL - BROGAN
JOHN DAY HIGHWAY
Grading, Paving & Structures

Work Completed:

The grading is approximately 2/3 complete with much of the heavier grading work completed. The Pole Creek structure is essentially complete. Stage I is complete on the Canyon Creek structure.

Work in Progress:

The contractor was performing grading work along the lower portion of the project. Plant mixed aggregate base material was being placed on the grade.

Comments:

Construction signing was reviewed. The permanent construction signs are in place and the flashers are functioning. Individual construction locations are adequately signed and, when applicable, traffic is being controlled through construction areas by flagmen and flagmen/pilot car combinations. The grading work has now progressed to the point where there is some conflict with the existing road.

Plant Mix Aggregate base is being placed on the grade. This work was begun this week. Scales used to weigh this material have been checked and sealed by the Washington Scale Company of Boise, Idaho.

The contractor is using the prospective material source shown on the plans. This source is located on the south side of the highway in about the center of the project. This is a new source which was developed for use on this project. The source was tested prior to the project and was re-qualified after the contractor began development. The quarry has some obvious pockets of poor material. This material can be segregated and not used on the project. The bulk of the quarry could be classified as a light weight, light colored cherty material.

The contractor expects to pave the project this year.

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8880

5

HIGHWAY DIVISION 378-6558

Doug Greene, Resident Engineer
EUGENE
Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

May 31, 1979

Gravel Blanket Lined Ditches
for Erosion Control

As per your phone request, I have included the typical section and specifications for lined ditches. This design was used on the Brogan Hill-Brogan project that was let the first of this year.

LKW:cj
Attachments

cc: A.E. Shirley w/encl.

Versteeg
Andersen
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 0 1 1979
ROAD DESIGN SECTION

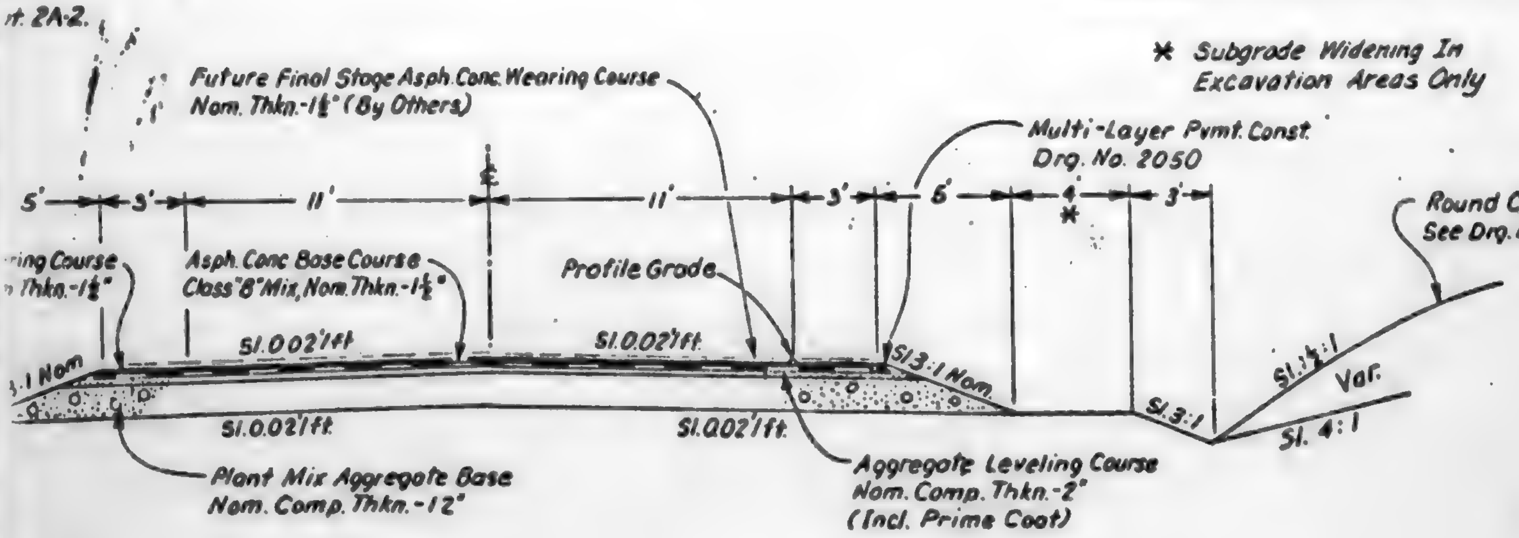
File

Do Not File ☐
Return To
Bring Up __/__/__
Action

14V-100

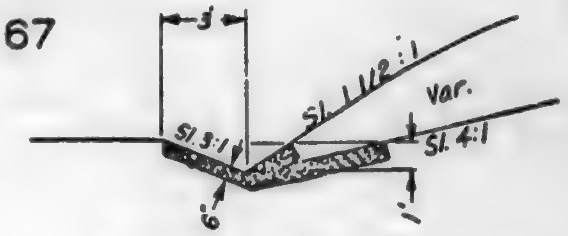
IONS

BR[illegible]N HILL – BROGAN SEC. JOHN DAY HIGHWAY MALHEUR COUNTY				SHEET No. 2
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-88-3(2)		See Index



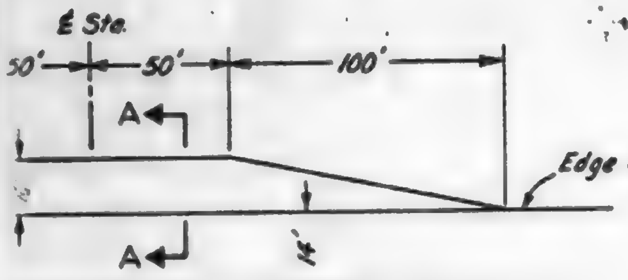
rt. 2A-2.
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn.-1½" (By Others)
✱ Subgrade Widening In Excavation Areas Only
Multi-Layer Pvmt. Const.
Drg. No. 2050
5'
3'
11'
℄
11'
3'
5'
4'
✱
3'
Round Cutbanks
See Drg. No. 2122
ring Course
n Thkn.-1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-1½"
Profile Grade
3:1 Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 3:1 Nom.
Sl. 1½:1
Var.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 3:1
Sl. 4:1
Plant Mix Aggregate Base
Nom. Comp. Thkn.-12"
Aggregate Leveling Course
Nom. Comp. Thkn.-2"
(Incl. Prime Coat)

A. 62+00 To [EQUA. 64+53.77 Bk / 68+31.55 Ah.] STA. 481+66.67



3'
Sl. 1 1/2:1
Var.
Sl. 3:1
Sl. 4:1
6"
1'

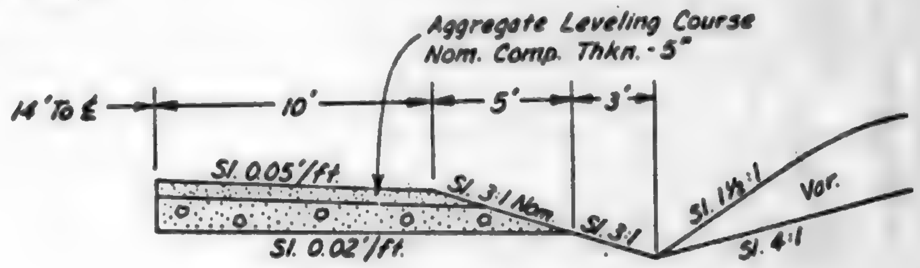
GRAVEL BLANKET
STA. 70+00± To STA. 400+00±, Lt. & Rt.
(Where Directed)



℄ Sta.
50'
50'
100'
A
Edge Of Paved Shldr.
A
℄

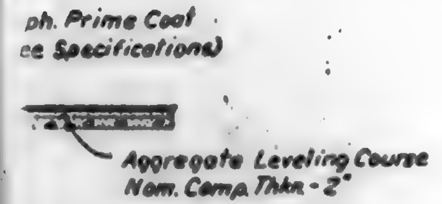
LE TURNOUT (PLAN)

76+00 LT.
107+00 LT.
165+00 LT.
219+50 LT.
257+50 LT.
309+50 LT.
371+50 LT.
440+50 LT.



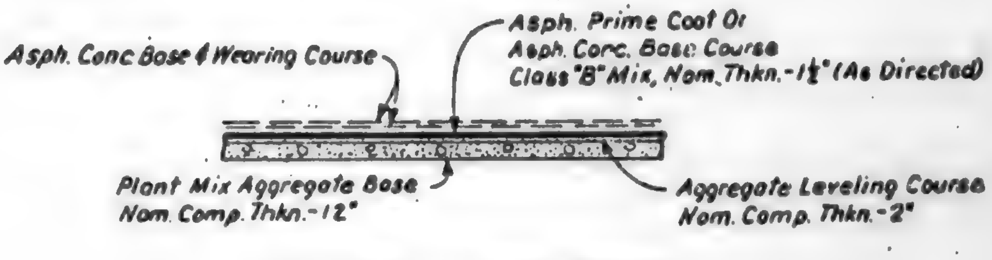
Aggregate Leveling Course
Nom. Comp. Thkn.-5"
14' To ℄
10'
5'
3'
Sl. 0.05'/ft.
Sl. 3:1 Nom.
Sl. 3:1
Sl. 1½:1
Var.
Sl. 0.02'/ft.
Sl. 4:1

SECTION A-A
(For Surfacing Details Not Shown, See Sec. Above)



ph. Prime Coat
ee Specifications)
Aggregate Leveling Course
Nom. Comp. Thkn.-2"

FACING DETAIL



Asph. Conc. Base & Wearing Course
Asph. Prime Coat Or
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-1½" (As Directed)
Plant Mix Aggregate Base
Nom. Comp. Thkn.-12"
Aggregate Leveling Course
Nom. Comp. Thkn.-2"

STAGE SURFACING

complete coverages by a sheepsfoot or tamping roller. If, in the opinion of the engineer, the desired compaction is not obtained by the amount of rolling hereinbefore specified, additional rolling by the sheepsfoot or tamping roller shall continue until a maximum of eight coverages has been completed on each layer.

GRAVEL BLANKET

Description - Under this specifiction the contractor shall construct a gravel blanket as a protecton from erosion as called for by the typical cross sections and at locations specifically designated by the engineer.

Materials - The gravel blanket shall be pit run material reasonably well graded from dust to a maximum size of 6 inches.

Measurement and Payment - Payment for the furnishing and placing of gravel blanket materials will be made at the unit price bid per cubic yard for the item "Gravel Blanket", which price will be understood to comprise full and complete payment for furnishing, hauling and placing gravel blanket materials including the furnishing of all required labor, equipment and tools.

The pay quantities will be determined by measurement in the hauling vehicles at the point of deposit as set forth in subsection 109.01.

SECTION 205 - OVERHAUL

Overhaul shall be performed in conformance with Section 205 of the Standard Specifications.

SECTION 206 - TRENCH EXCAVATION FOR CONDUITS AND MINOR STRUCTURES

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications.

8880

5-25-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-88-3(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80405

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engr - ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 31 79
REFER TO [illegible]
FOR
Info | Imres | R/D | D/R | Sign | Act | File

5-31

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-13-79

FEDERAL ROUTE NUMBER Primary 88

STATE ROUTE NUMBER Primary 5

GENERAL LOCATION: Brogan Hill - Brogan Section

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Utility Anjustment Idaho Power Company
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-14-79 this will confirm the advance approval of Mr. G. K. Hossner to proceed with the actual adjustments for Idaho Power Company on an actual cost basis effective 4-13-79. TEC $65,109 - Federal Funds $57,361.

I approve the agreement with Idaho Power Company

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE 5-25-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-015

#8880

ROW 18-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RVICES
MAY 1 [illegible] 79
REFER TO
FOR

May 14, 1979

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Power Line Relocation
Idaho Power Company
Brogan Hill-Brogan Section
John Day Highway
Malheur County
Project No. F-88-3(2)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Idaho Power Company's aerial power line facilities dated December 12, 1978, and a sketch showing their proposed relocation.

A certification prepared by Harlin Gerlach as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated September 15, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and ten (10) crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of Glenn K. Hossner's advanced authorization to proceed with the work as of March 13, 1979, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $65,109.

Yours truly,

D. E. Swan

D. E. Swan
Federal-Aid Engineer

DES/JMC/seb
Enc.
cc: E. S. Hunter, Jack M. Cartwright,
Harlin Gerlach

Form 734-3122

8880

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-88-3(2)
STATE PROJECT NO. See below
COUNTY NAME Malheur
PROGRAM STAGE (Check) ☐ 2.

PROGRAM NO.
ITEM NO. 80405

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5-7
orig
7.7

DATE PS & E APPROVED 9-29-78
DATE AUTHORIZATION EFFECTIVE 4-13-79
FEDERAL ROUTE NUMBER Primary 88
STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:
Brogan Hill - Brogan Section

GENERAL DESCRIPTION OF WORK:
State Furnished Guardrail at $0.16 per lin. ft. and Delivery Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of April 14, 1979, as requested in Mr. Keasey's letter of April 18, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $3,000 - Federal Funds $2,568.

DATE 5-2-79
SIGNATURE OF APPROVING OFFICIAL G. L. [illegible]
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—625-787

STATE COPY

4-26-79

cc: State (H. S. Coult

U.S. D ARTMENT OF TRANSPORTATION
FED HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF INSPECTION 4-26-79	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-88-3(2)

IN COMPANY WITH P. F. Burnett, Resident Engineer; R. Hector, Region 5 Construction Engineer; OSHD

LOCATION Approximately 24 miles northwest of Vale, Oregon in Malheur County

RECEIVED
STATE HWY ENGR
MAY 10 '79
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

CONTRACTOR NAME AND ADDRESS

Western Construction, Inc., P.O. Box 5403, Boise, Idaho 83705

AWARD DATE 3-13-79	CONTRACT AMOUNT $3,149,056.00	TIME ALLOWED 500 calendar work days	TIME STARTED 3-26-79	WORK STARTED 3-27-79
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 6	WORK COMPLETED 0	

REMARKS

BROGAN-BROGAN HILL SECTION
JOHN DAY HIGHWAY
Grading, Paving and Structures

This project provides for the reconstruction of this 7.88 mile section of the John Day Highway. The work includes widening and straightening the road and the construction of two reinforced concrete bridges.

The contractor has moved equipment on the project and has started grading and adjusting irrigation facilities.

The permanent construction traffic signing is in place. The utility company is in the process of running power to the amber flashers on the permanent road construction signs. Construction activities have not yet disturbed the existing road. Daytime construction activities which interfere with traffic were being adequately signed and flagmen being used where appropriate.

The archeological site is being covered with selected earth embankment as noted on the plans and in conformance with the recommendations of the archeological report.

It has been decided to increase the finished width of the road from 28', as shown on the plans, to 32'. This change will be included in an appropriate price agreement.

①

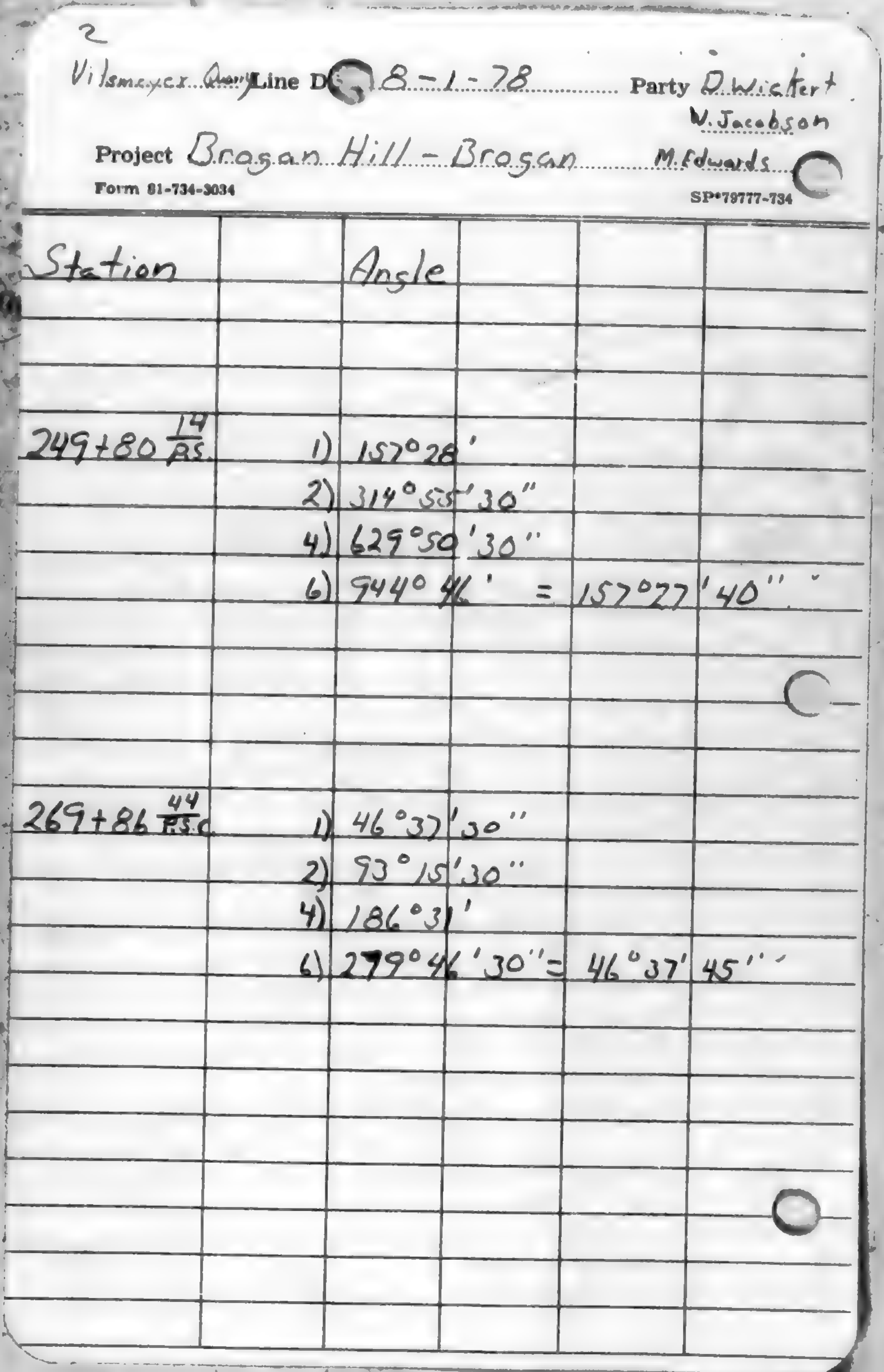
Oregon State Highway D on

LEVEL SHEETS

Brogan Hill-Brogan
Vilsmeyer Quarry Site

8-18-78

Part of these notes
superseded by Telephone
data. See 1R-4-670
for final traverse
J.O.S.



2

Vilsmeyer Quarry Line D 8-1-78 Party D. Wickert

V. Jacobson

Project Brogan Hill - Brogan M. Edwards

Form 81-734-3034 SP*79777-734

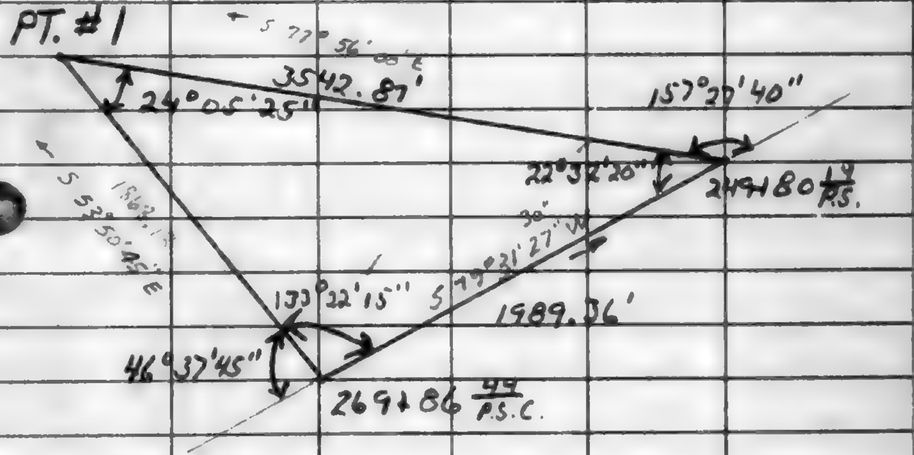
Station		Angle			
249+80 $\frac{14}{P.S.}$	1)	157°28'			
	2)	314°55'30"			
	4)	629°50'30"			
	6)	944° 46'	=	157°27'40"	
269+86 $\frac{44}{P.S.C.}$	1)	46°37'30"			
	2)	93°15'30"			
	4)	186°31'			
	6)	279°46'	30"=	46°37'	45"

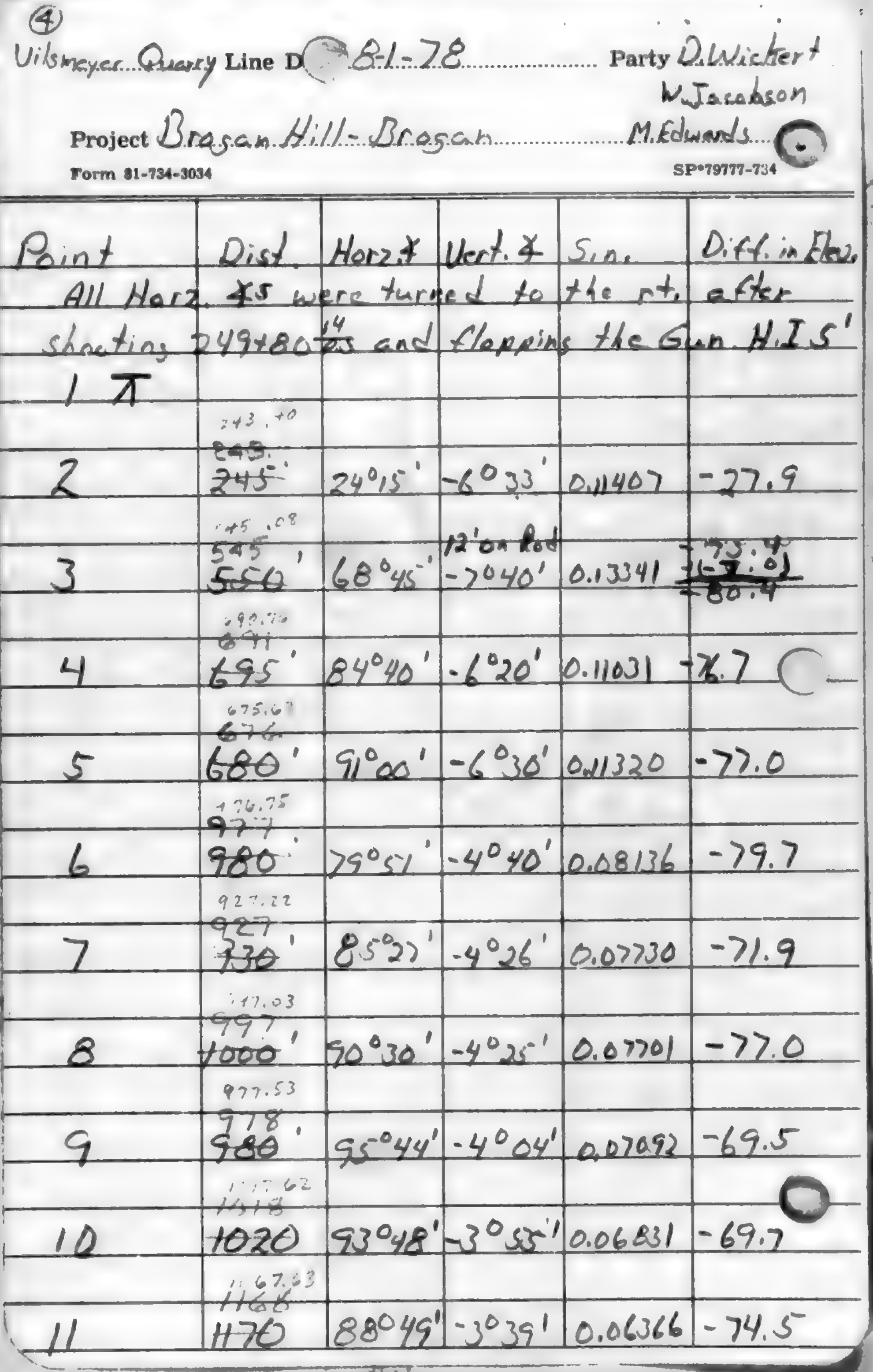
3

Oregon State Highway D on

LEVEL SHEETS

Vilsmeyer Quarry


PT. #1
← S 77° 56' 00" E
3542.87'
24°05'25"
157°27'40"
22°32'20"
249+80 $\frac{19}{P.S.}$
← S 53°50'45" E
1868.1
30"
S 79°31'27" W
133°22'15"
1989.36'
46°37'45"
269+86 $\frac{49}{P.S.C.}$



④

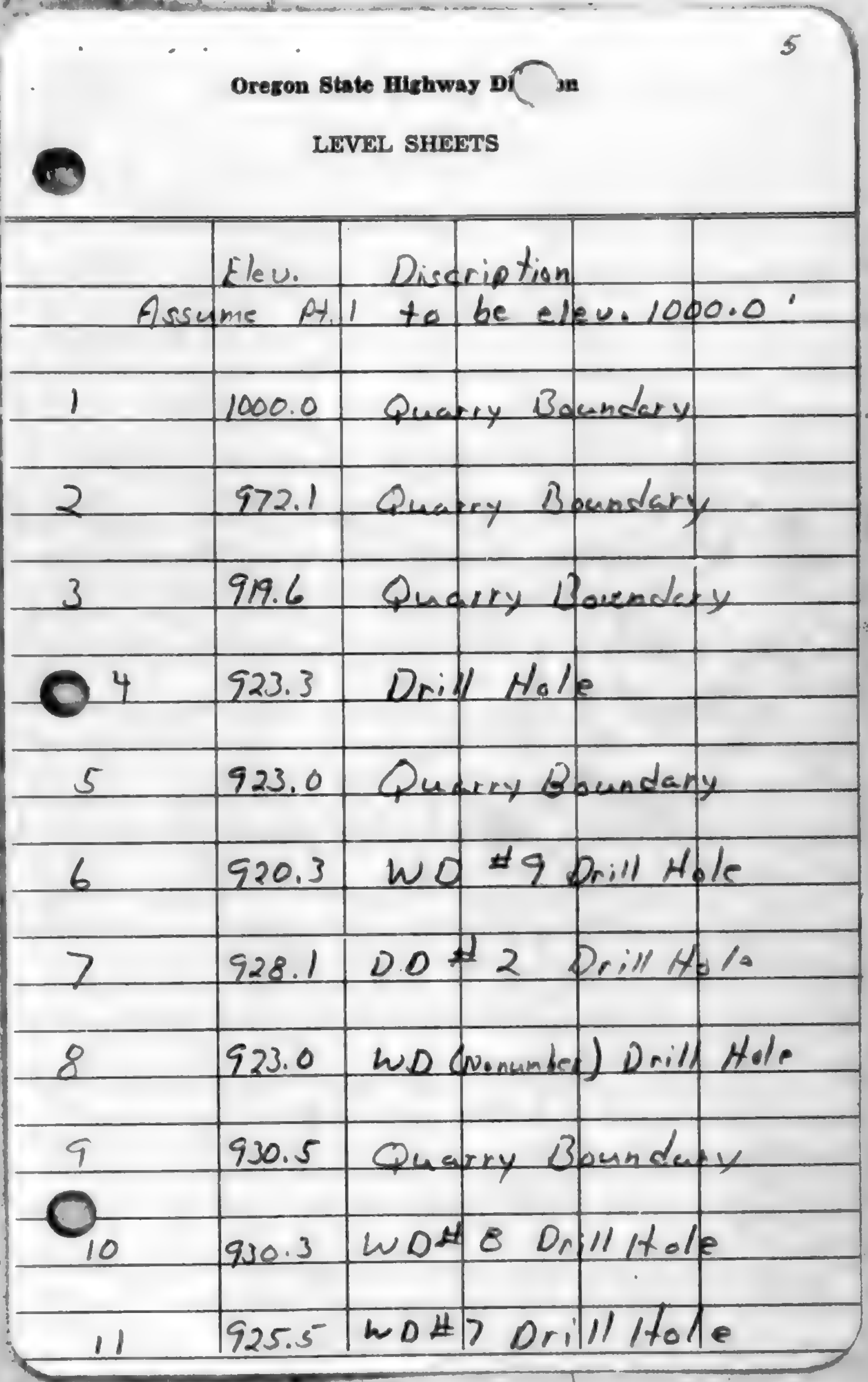
Vilsmeyer Quarry Line D 8-1-78 Party D. Wickert

W. Jacobson

Project Bragan Hill - Bragan M. Edwards

Form 81-734-3034 SP*79777-734

Point	Dist.	Horz. ∡	Vert. ∡	S.in.	Diff. in Elev.
All Horz. ∡s were turned to the rt. after shooting $249+80\frac{14}{75}$ and flopping the Gun H.I. 5'					
1 ⊼					
2	243.40 ~~243.~~ ~~245~~'	24°15'	-6°33'	0.11407	-27.9
3	545.08 545 ~~550~~'	68°45'	12' on Rod -7°40'	0.13341	-73.4 +(-7.0) -80.4
4	690.70 691 ~~695~~'	84°40'	-6°20'	0.11031	-76.7
5	675.67 676. ~~680~~'	91°00'	-6°30'	0.11320	-77.0
6	976.75 977 ~~980~~'	79°51'	-4°40'	0.08136	-79.7
7	927.22 927 ~~930~~'	85°27'	-4°26'	0.07730	-71.9
8	997.03 997 ~~1000~~'	90°30'	-4°25'	0.07701	-77.0
9	977.53 978 ~~980~~'	95°44'	-4°04'	0.07092	-69.5
10	1017.62 ~~1018~~ ~~1020~~	93°48'	-3°55'	0.06831	-69.7
11	1167.63 1168 ~~1170~~	88°49'	-3°39'	0.06366	-74.5

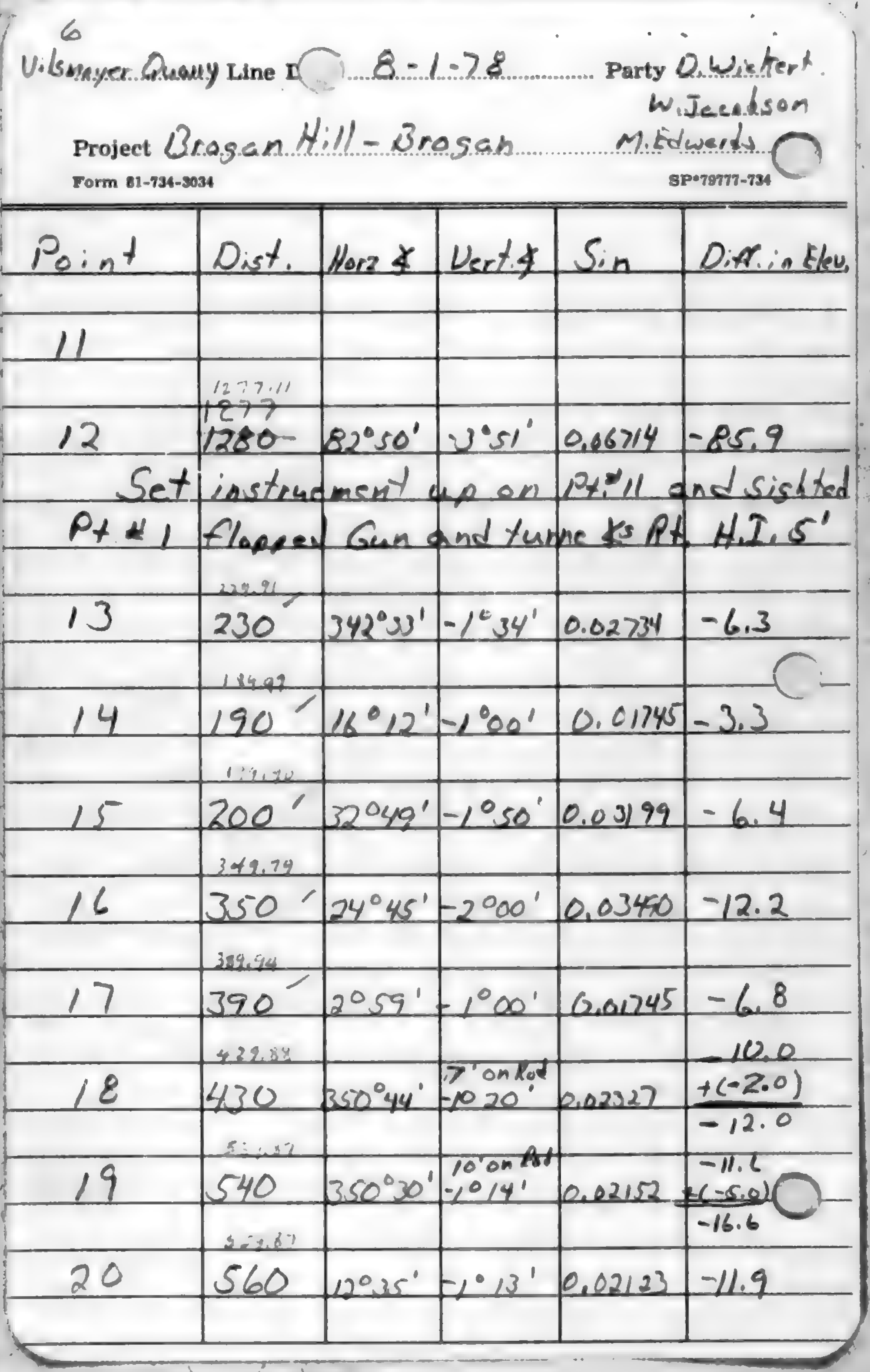


5

Oregon State Highway Di on

LEVEL SHEETS

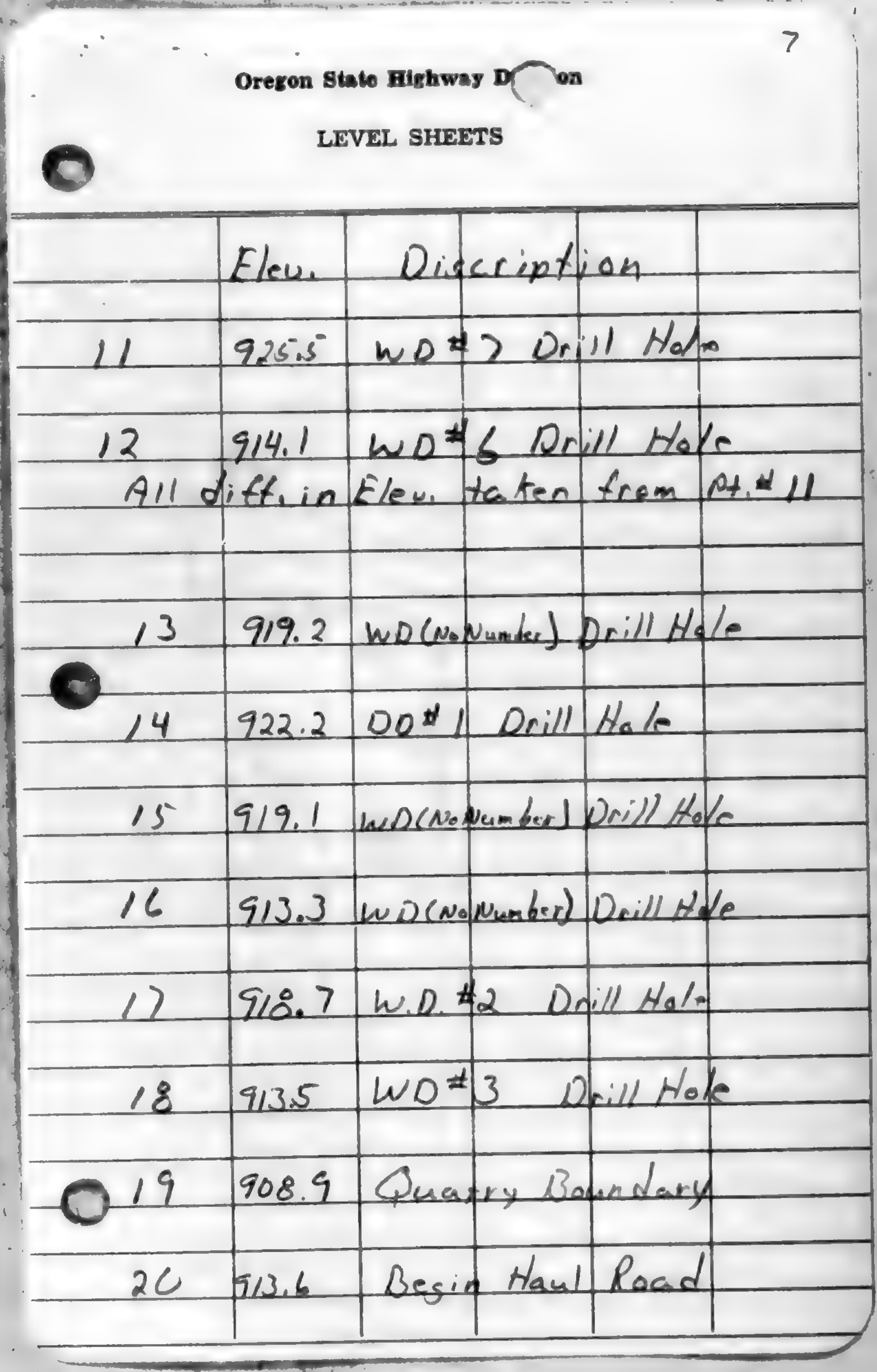
	Elev.	Discription
Assume Pt. 1 to be elev. 1000.0'		
1	1000.0	Quarry Boundary
2	972.1	Quarry Boundary
3	919.6	Quarry Boundary
4	923.3	Drill Hole
5	923.0	Quarry Boundary
6	920.3	WD #9 Drill Hole
7	928.1	D.D # 2 Drill Hole
8	923.0	WD (No number) Drill Hole
9	930.5	Quarry Boundary
10	930.3	WD# 8 Drill Hole
11	925.5	WD#7 Drill Hole



6

Vilsmayer Quarry Line D 8-1-78 Party D. Wickert
W. Jacobson
Project Brogan Hill - Brogan M. Edwards
Form 81-734-3034 SP*79777-734

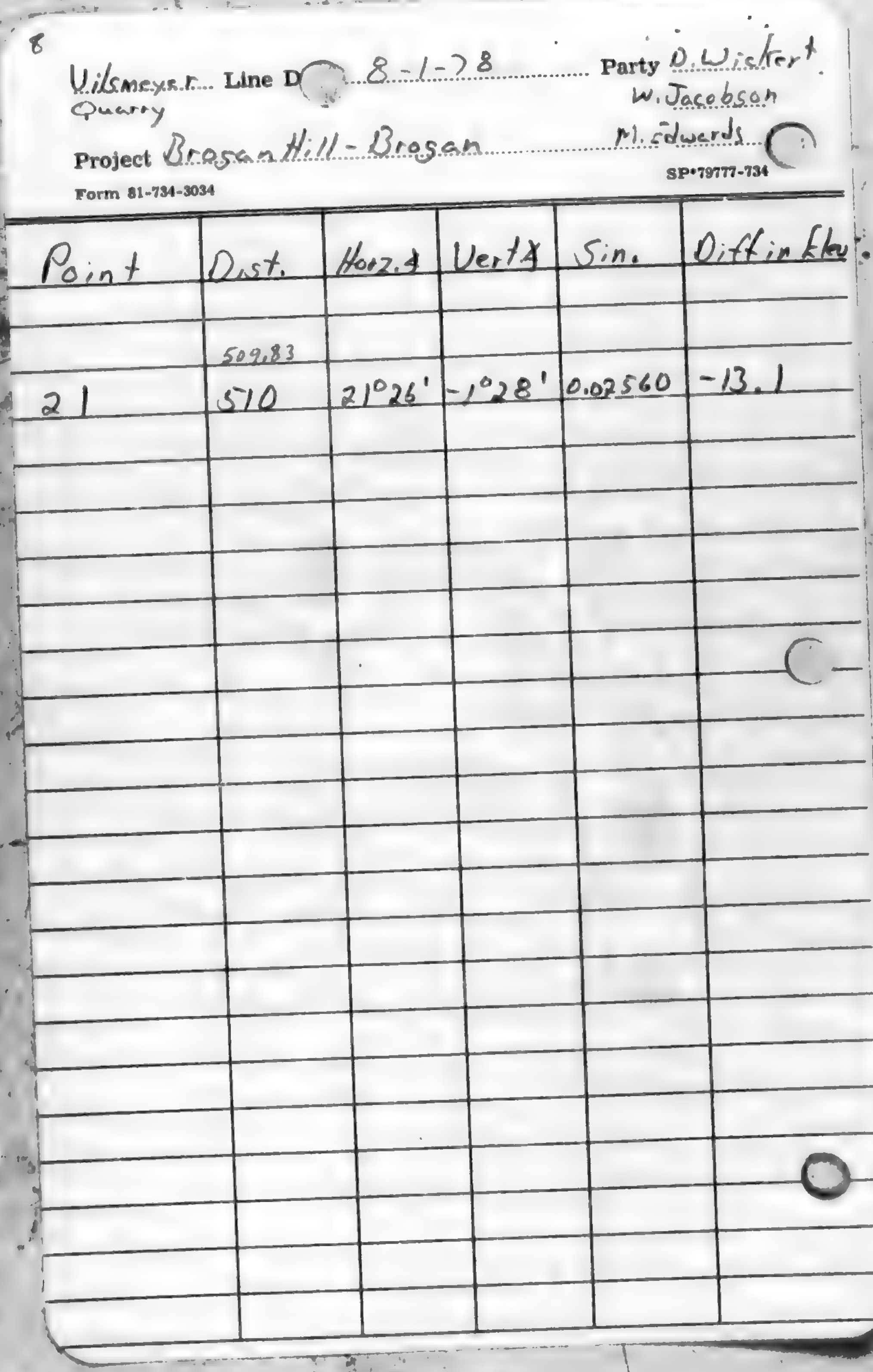
Point	Dist.	Horz ∡	Vert ∡	Sin	Diff. in Elev.
11					
12	1277.11 1277 ~~1280~~	82°50'	3°51'	0.06714	-85.9
Set	instrument	up on	Pt.#11	and sighted	
Pt #1	Flagged	Gun and turne	∡s Rt.		H.I. 5'
13	229.91 230'	342°33'	-1°34'	0.02734	-6.3
14	189.97 190'	16°12'	-1°00'	0.01745	-3.3
15	199.90 200'	32°49'	-1°50'	0.03199	-6.4
16	349.79 350'	24°45'	-2°00'	0.03490	-12.2
17	389.94 390'	2°59'	-1°00'	0.01745	-6.8
18	429.88 430	350°44'	7' on Rod -1°20'	0.02327	-10.0 +(-2.0) -12.0
19	539.87 540	350°30'	10' on Rod -1°14'	0.02152	-11.6 +(-5.0) -16.6
20	559.87 560	12°35'	-1°13'	0.02123	-11.9



Oregon State Highway D on

LEVEL SHEETS

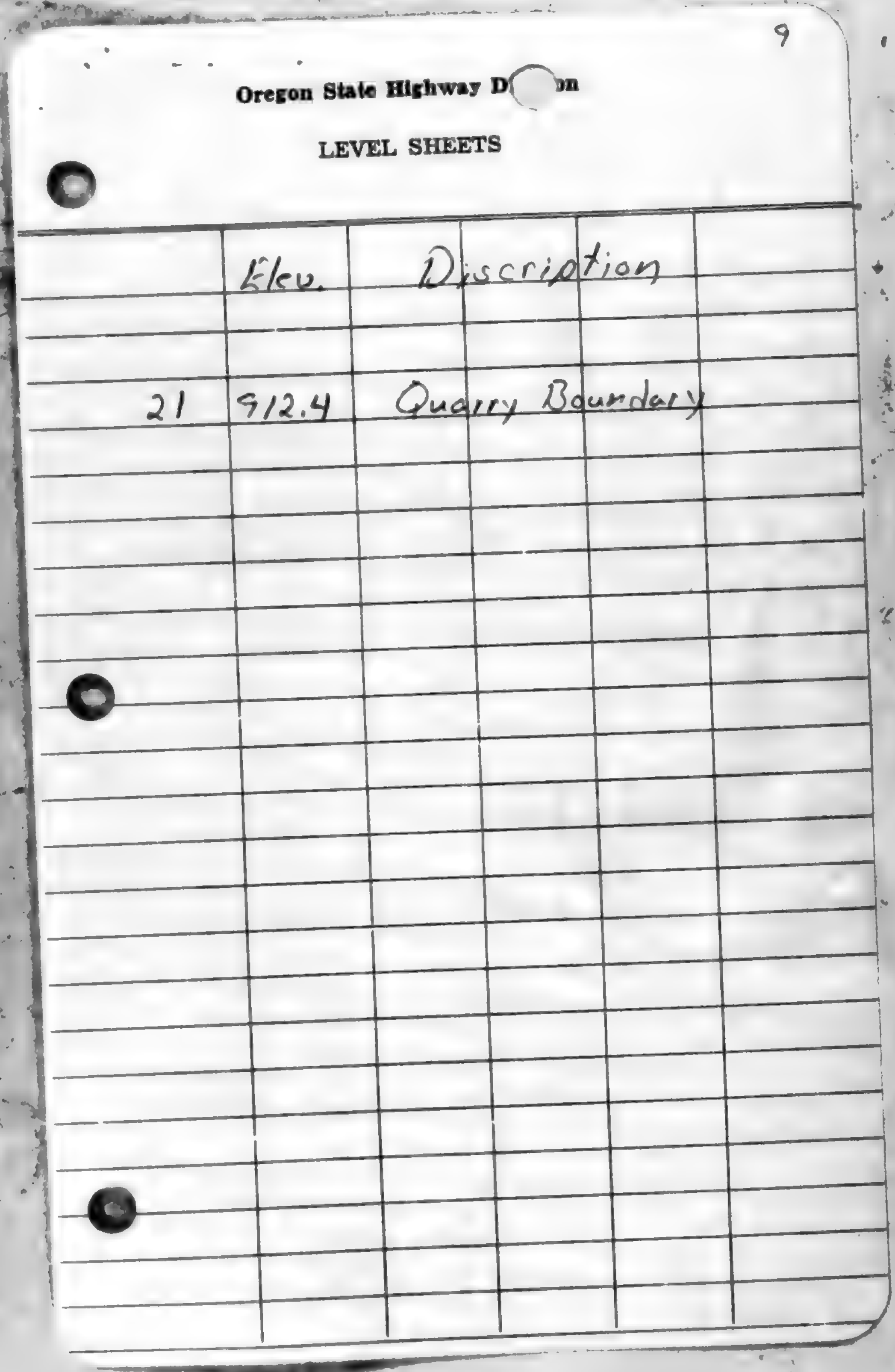
	Elev.	Discription
11	925.5	WD # 7 Drill Hole
12	914.1	WD # 6 Drill Hole
All diff. in Elev. taken from Pt. # 11		
13	919.2	WD (No Number) Drill Hole
14	922.2	DD # 1 Drill Hole
15	919.1	WD (No Number) Drill Hole
16	913.3	WD (No Number) Drill Hole
17	918.7	W.D. #2 Drill Hole
18	913.5	WD # 3 Drill Hole
19	908.9	Quarry Boundary
20	913.6	Begin Haul Road



8

Vilsmeyer Line D 8-1-78 Party D. Wickert
Quarry W. Jacobson
Project Brogan Hill - Brogan M. Edwards
SP*79777-734
Form 81-734-3034

Point	Dist.	Horz.∢	Vert∢	Sin.	Diff in Elev
	509.83				
21	510	21°26'	-1°28'	0.02560	-13.1

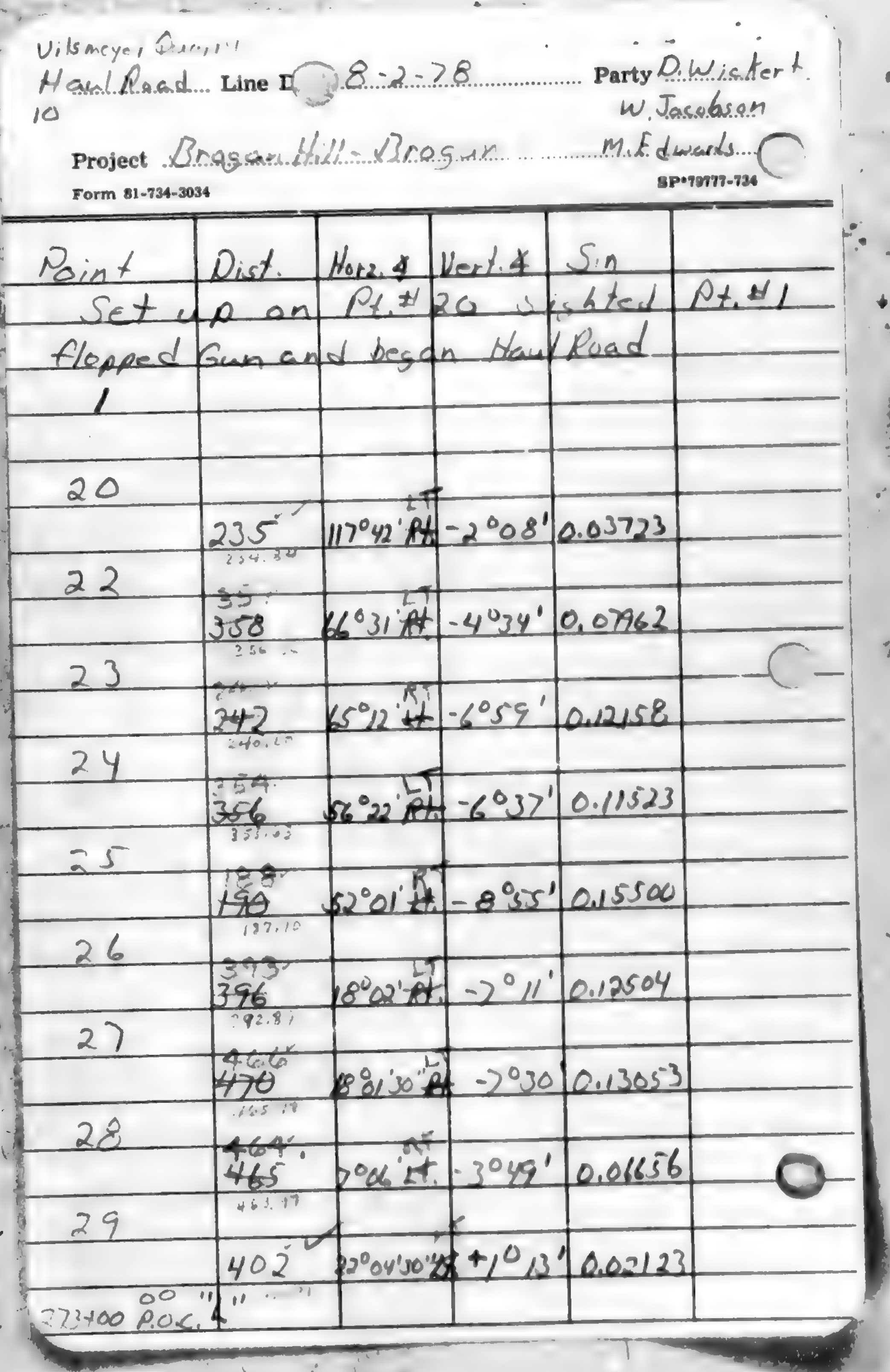


9

Oregon State Highway D on

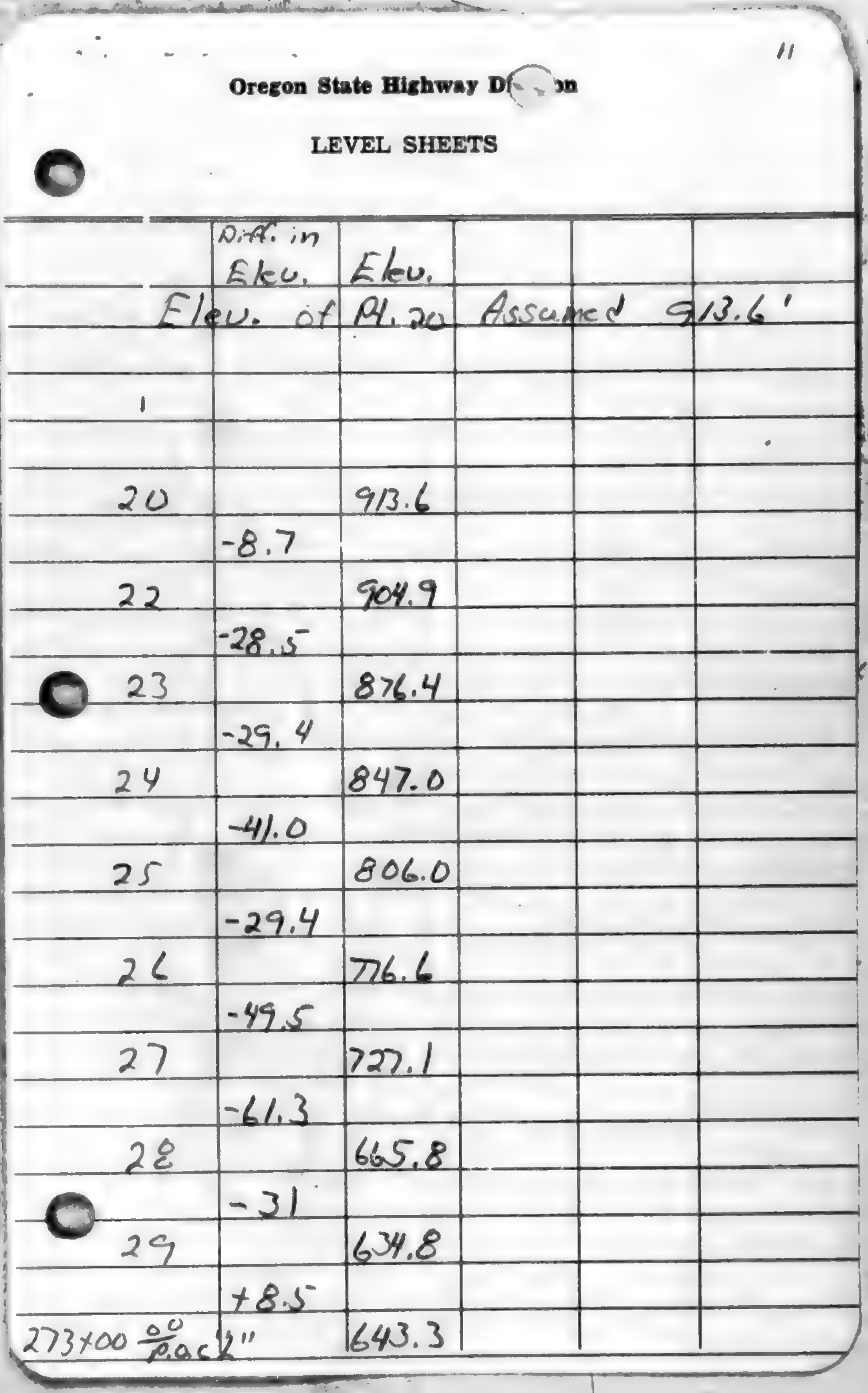
LEVEL SHEETS

	Elev.	Discription			
21	912.4	Quarry Boundary			



Vilsmeyer, [illegible]
Haul Road Line [illegible] 8-2-78 Party D. Wickert
10 W. Jacobson
Project Bragan Hill - Bragan M. Edwards
Form 81-734-3034 SP*79777-734

Point	Dist.	Horz. ∡	Vert. ∡	Sin	
Set up on		Pt. # 20	sighted		Pt. # 1
flopped	Gun and	begen	Haul Road		
1					
20					
	235 234.38	LT 117°42' ~~Rt.~~	-2°08'	0.03723	
22					
	355' 358 356.[illegible]	LT 66°31' ~~Rt.~~	-4°34'	0.07962	
23					
	[illegible] ~~242~~ 240.[illegible]	RT 65°12' ~~Lt.~~	-6°59'	0.12158	
24					
	354' ~~356~~ 353.02	LT 56°22' ~~Rt.~~	-6°37'	0.11523	
25					
	188' ~~190~~ 187.10	RT 52°01' ~~Lt.~~	-8°55'	0.15500	
26					
	393' ~~396~~ 392.87	LT 18°02' ~~Rt.~~	-7°11'	0.12504	
27					
	466' ~~470~~ 465.19	LT 18°01'30" ~~Rt.~~	-7°30'	0.13053	
28					
	~~464'~~ 465 463.77	RT 7°06' ~~Lt.~~	-3°49'	0.01656	
29					
	402	22°04'30" Lt.	+1°13'	0.02123	
273+00 P.O.C.	" "				



11

Oregon State Highway Division

LEVEL SHEETS

	Diff. in Elev.	Elev.			
Elev. of Pt. 20 Assumed 913.6'					
1					
20		913.6			
	-8.7				
22		904.9			
	-28.5				
23		876.4			
	-29.4				
24		847.0			
	-41.0				
25		806.0			
	-29.4				
26		776.6			
	-49.5				
27		727.1			
	-61.3				
28		665.8			
	-31				
29		634.8			
	+8.5				
273+00 00 Back 2"		643.3			

Vilsmeyer Quarry
Haul Road... Line D 8-2-78 Party O. Wickert
W. Jacobson
12
Project Brogan Hill - Brogan M. Edwards
SP*79777-734
Form 81-734-3034

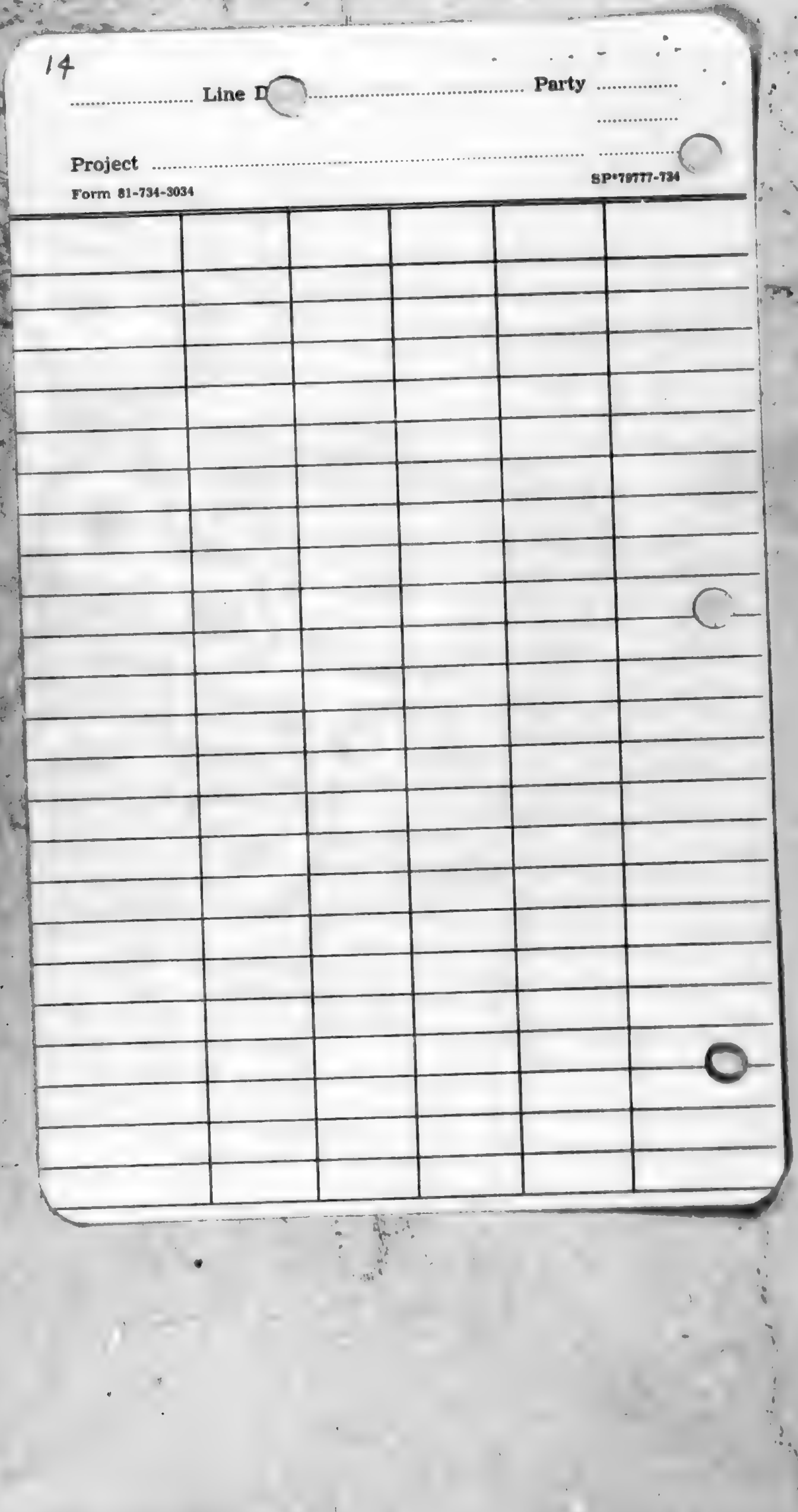
Point	Dist.	Horz. ∡	Vert. ∡	Sin	
29	[illegible]				
273+00 $\frac{00}{P.O.C.}$	"2" π				
		169°06' Rt.			
1					
29	[illegible]				
273+00 00	POC π				
		73°33' Lt			
269+86.44	PCS				

13

Oregon State Highway D on

LEVEL SHEETS

	Diff. in Elev.	Elev.			



14

Line D .... Party ....

Project ....

Form 81-734-3034

SP*79777-734

5

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 18, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

Federal-aid Project
No. F-88-3(2)

SUBJECT: Request Change Order Approval

Contract 8880 State Force Order No. 2
Project Brogan Hill - Brogan
[redacted]
County Malheur

A finding in the public interest was requested in a letter to you from J. H. Versteeg, dated March 6, 1979, for State furnished guardrail. In the request a cost of $0.12 per lin. ft. was indicated, plus lump sum transportation costs of $500. We would like to correct those figures to the actual cost to the State. Maintenance advises that their actual cost for the used rail was $2 per element or $0.16 per lin. ft. Actual labor and equipment cost to transport the rail is estimated at $780. A copy of SFO No. 2 showing the corrected costs is attached.

As indicated in Mr. Versteeg's letter, it is in the public interest to use these products to conserve State funds previously expended as well as conserving energy by using previously produced materials.

The cost for this work is estimated at $3,000 with federal participation of $2,568.

Confirmation of the April 13 advance authorization is requested.

WR:mk

cc: D. O. Christensen
Ken Karnosh

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample ✓
Eriksen
Watson JW
Hager
Dorn
Lau
[✓ Return] Discuss Do File Copy Due
FINAL DESIGN ENGINEER

✓ Versteeg ✓
Anderson
Christensen Dov
Olson
Sullivan Copy
Tamlin
Trout Copy
Wakerlig

RECEIVED
APR 20 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Form 81-734-3123 (Rev. 7-77)

#8880

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO
RF-17(2)

STAT JECT NO.
See below

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-97

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4/13
orig to

RECEIVED
STATE HWY ENGR
APR 14 '79
REFER TO
Mackrung
FOR

Info	Invcs	R/D	D.R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
4-10-79

FEDERAL ROUTE NUMBER
Primary 5

STATE ROUTE NUMBER
Primary 5

GENERAL LOCATION:
Brogan Hill - Brogan Section

GENERAL DESCRIPTION OF WORK:
See below

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979 I approve the revised preliminary engineering costs from a TEC of $35,840 - Federal Funds $30,743 to a TEC of $145,000 - Federal Funds $124,410. No further preliminary engineering costs will be approved without detailed justification.

DATE
4-10-79

SIGNATURE OF APPROVING OFFICIAL
G. K. H

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—828-787

8880

5

Salem, Oregon
January 10, 1979

W. E. Schwartz
Region 5 Engineer
ORIGINAL SIGNED BY
J.H. Versteeg
Engineering

Brogan Hill-Brogan Section
John Day Highway
Malheur County

It has been suggested that the revised Brogan Hill-Brogan project prepared in Final Design with a 28' wide, paved surface is substandard and not appropriate for this section of the John Day Highway.

The proposed typical section with a 20' travelway and two 4' usable shoulders meet the minimum AASHTO design standards with an ADT of 400 and the 50 mph design speed.

The 7.88 mile $5 million Brogan Hill- Brogan project is currently advertised for February 1979. This project will have good alignment, good sight distance, reasonably good grades and a surfacing width that meets minimum AASHTO standards, and has the approval of the State Highway Engineer and Technical Services Engineer. It is also fundable under the six-year program.

The design for the Brogan Hill-Brogan project is a reasonable compromise of the needed improvement and funds available. A lot of time was spent developing an alternate that was acceptable and it would improve this section of highway to an adequate level. All things considered we feel this project is as good as we could do under these circumstances and well within the bounds of good engineering judgement. Attached are copies of the table for surface widths and shoulder widths on rural highway policies developed by AASHTO.

JHV:jh

RECEIVED
JAN 10 1979
ENGINEERING SECTION

___ Versteeg
I Christensen Doe
___ George
___ Olson
___ Terpin
___ Sullivan
___ Scott
___ Andersen

___ Trout
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

8880

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION 12-7-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-88-3(2)

STATE PROJECT NO. See below

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80405

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 9-29-78

DATE AUTHORIZATION EFFECTIVE 12-7-78

FEDERAL ROUTE NUMBER Primary 88

STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:
Brogan Hill-Brogan Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's letter of 12-7-78, I approve the program change as follows:

1) Project Number: Change to read "F-88-3(2)".

2) Appn. Code: Change to read "010".

3) Class of Federal Funds: Change to read "Consolidated Primary".

4) Estimated Project Cost by Phases: Change to read .....

TEC	FF	SF
$5,726,222	$4,911,380	$814,842

Swan 12-19

DATE 12-7-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-767

8880

8

December 6, 1978

The Honorable Roy Hirai
Malheur County Judge
County Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

Glenn Jackson, Chairman of the Oregon Transportation Commission, has asked me to answer your December 1 letter.

When the estimated cost of the Brogan Hill job indicated an additional $1 million might be needed, the Highway Division reviewed the project to determine what, if any, modifications might be appropriate to better fit the monies available in the Six-Year Program. It was determined that a substantial savings would be realized by a slight narrowing of the shoulders on this proposed section of highway and by the elimination of a climbing lane that was under consideration.

Present plans are to award this contract early next year, well before the start of the normal construction season. In spite of what you might have heard, there are no plans to scuttle the project.

Best wishes for a happy holiday season.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

bc: Robert A. Burco
H. S. Coulter
C. W. Head (w/att.)

HSC:ia srm

The County of Malheur

Office of the County Court

COURTHOUSE

[503] 473-3123

P.O. BOX 130
VALE, OREGON 97918

December 1, 1978

Mr. Glen Jackson
Highway Commission
Department of Highway
Salem, Oregon 97310

Re: Brogan Hill project

Dear Mr. Jackson:

The past two months we have had many telephone conversations with Scott Coulter, Cecil Head and others in the Highway Department, as to bid letting of the Brogan Hill project. We were informed first it was November, then December, then February. We were told there was an overrun of 20% or one million dollars for the project.

The Malheur County Board of Commissioners feel that we are getting the run around and the project may even be scuttled.

We would very much appreciate hearing from you.

Sincerely yours,

Roy Hirai

Roy Hirai
Malheur County Judge

RH:lp

RECEIVED
STATE HWY ENGR
DEC - 5 '78
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

RECEIVED
DOT OPERATIONS
DEC 05 '78
REFER TO
Coulter
FOR
Info Inves R/D D/R Sgn Act File

RECEIVED
DEC 4 1978
OFFICE
DIRECTOR of TRANSPORTATION

8880

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 13, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Brogan Hill-Brogan
John Day Highway
Malheur County

TO: MEMO TO THE FILES

A decision was made on Thursday, November 9, 1978, by Mr. Hunter to proceed with a re-design of the subject section to provide for a 28-foot roadway section(two 12-foot lanes and 2-foot shoulders) without a climbing lane. The estimated cost is $4,865,000.

The project as originally designed was for a 32-foot roadway with a climbing lane at an estimated cost of $5,892,000. The current ADT for this section is 320.

The re-designed project will provide a facility consistent with the mountainous terrain, current ADT, minimum AASHTO standards and available funding.

DOC:ab
cc: E. S. Hunter
H. S. Coulter
W. E. Schwartz
L. K. Watson

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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Bring Up / /
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 8, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: E. S. Hunter
Technical Services Engineer

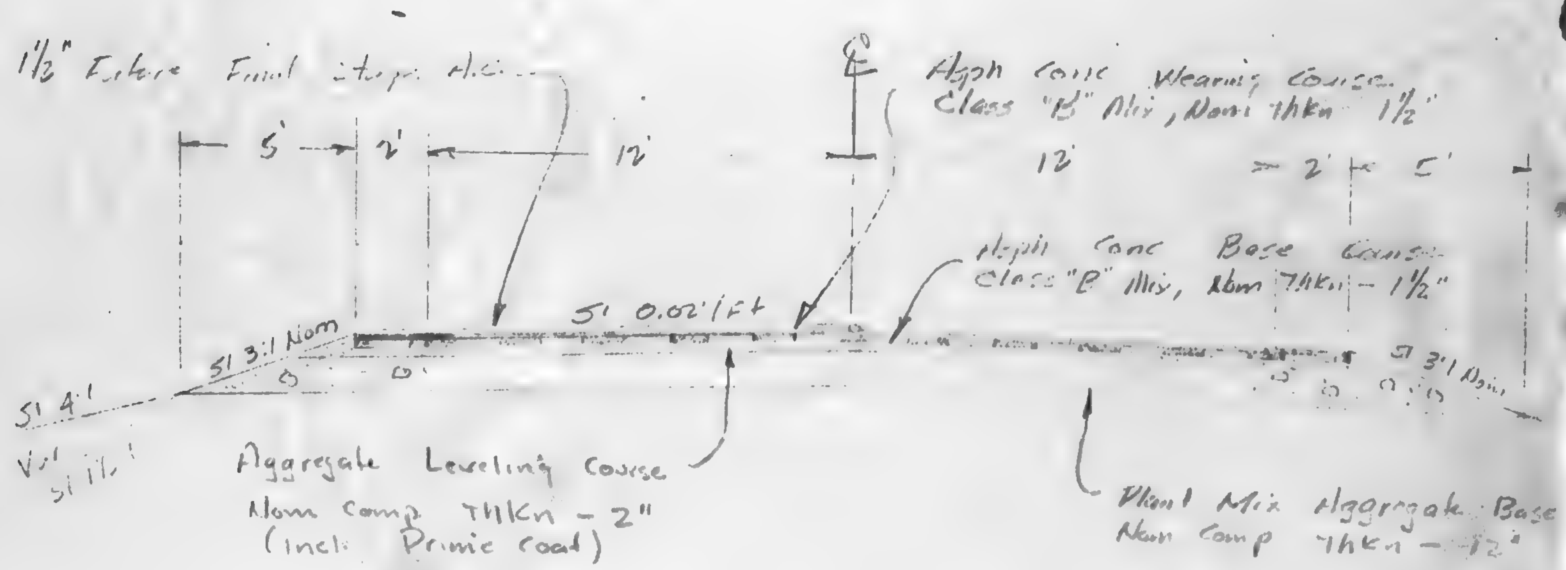
SUBJECT: Cost Estimate
Brogan Hill-Brogan
Sta. 62± to Sta. 482±
28' Top Width
(12' Lanes, 2' Shoulder)
3" Asph. Conc., 3:1 Rock Slopes
Planned Alignment and Grades
No Climbing Lane

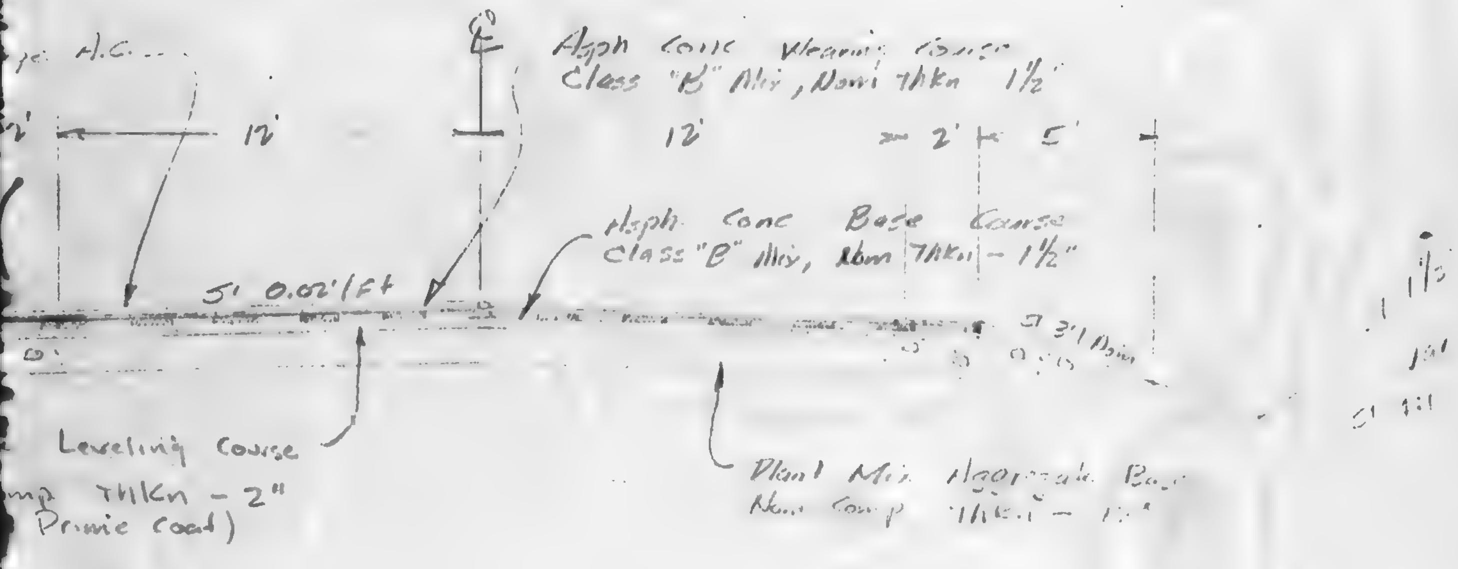
The following is a breakdown of the cost estimate on the 7.9 mile Brogan Hill-Brogan grading, paving and structure project.

Mobilization	$ 342,976	
Traffic Control	323,820	$ 666,796
Erosion Control	61,100	$ 727,896
Clearing - Earthwork and Water	1,465,254	$2,193,150
Aggregate Base	809,945	$3,003,094
"B" Mix and Prime Coat	428,129	$3,431,223
Culverts and Inlets	150,246	$3,581,469
Guardrail Elements	224,775	$3,806,244
Riprap	83,270	$3,889,514
Road Approaches, Curbs and Cattle Guards	29,560	$3,919,074
Structures	234,742	$4,153,816
Anticipated Items	88,257	$4,242,073

Power and Bell Telephone	$ 82,000	$4,324,073
Contingencies	194,583	$4,518,656
Construction Engineering	345,925	$4,864,581

LKW:jh


1½" Future Final Asph. Mix
5'
2'
12'
℄
12'
2'
5'
Asph Conc Wearing Course Class "B" Mix, Nom Thkn 1½"
Asph Conc Base Course Class "B" Mix, Nom Thkn – 1½"
Sl 0.02'/Ft
Sl 3:1 Nom
Sl 3:1 Nom
Sl 4:1
Var Sl
Aggregate Leveling Course Nom Comp Thkn – 2" (Incl. Prime Coat)
Plant Mix Aggregate Base Nom Comp Thkn – 12"


Asph Conc Wearing Course
Class "B" Mix, Nom THKn 1½"
12'
12'
2'
5'
Asph Conc Base Course
Class "B" Mix, Nom THKn - 1½"
S 0.02'/Ft
Leveling Course
mp THKn - 2"
Prime Coat)
Plant Mix Aggregate Base
Nom Comp THKn - 1½"
1 1/2

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Salem, Oregon
November 8, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

E. S. Hunter
Technical Services Engineer

Cost Estimate
Brogan Hill-Brogan
Sta. 62± to Sta. 482±
28' Top Width
(12' Lane, 2' Shoulder)
3" Asph. Conc., 3:1 Rock Slopes
Planned Alignment and Grades
With Climbing Lane

The following is a breakdown of the cost estimate on the 7.9 mile Brogan Hill-Brogan grading, paving and structure project.

Mobilization	$ 374,211	
Traffic Control	323,720	$ 697,931
Erosion Control	61,100	$ 759,031
Clearing - Earthwork and Water	1,658,700	$2,417,731
Aggregate Base	900,192	$3,317,923
"B" Mix and Prime Coat	486,365	$3,804,288
Culverts and Inlets	155,473	$3,959,761
Guardrail Elements	224,775	$4,184,536
Riprap	83,210	$4,267,806
Road Approaches, Curbs and Cattle Guards	29,560	$4,297,366
Structures	234,742	$4,532,108
Anticipated Items	88,257	$4,620,365

Christensen
George
Olson

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Action

Power and Bell Telephone	$ 82,000	$4,702,365
Contingencies	211,606	$4,913,971
Construction Engineering	376,189	$5,290,160

LKW:jh

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
November 8, 1978

Duane O. Christensen
Final Design Engineer

E. S. Hunter
Technical Services Engineer

Cost Estimate
Brogan Hill-Brogan
Sta. 62± to Sta. 482±
28' Top Width
(12' Lanes, 2' Shoulder)
3" Asph. Conc., 3:1 Rock Slopes
Planned Alignment and Grades
No Climbing Lane

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Erosion Control	61,100	$ 727,896
Clearing - Earthwork and Water	1,465,254	$2,193,150
Aggregate Base	809,945	$3,003,094
"B" Mix and Prime Coat	428,129	$3,431,223
Culverts and Inlets	150,246	$3,581,469
Guardrail Elements	224,775	$3,806,244
Riprap	83,270	$3,889,514
Road Approaches, Curbs and Cattle Guards	29,560	$3,919,074
Structures	234,742	$4,153,816
Anticipated Items	88,257	$4,242,073

Power and Bell Telephone	$ 82,000	$4,324,073
Contingencies	194,583	$4,518,656
Construction Engineering	345,925	$4,864,581

LKW:jh

8880

8

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: E. S. Hunter
Technical Services Engineer

DATE: October 31, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Benefit-Cost Study
Brogan Hill-Brogan Section
John Day Highway No. 5

NOTED
E. S. HUNTER

As you requested, a new benefit-cost analysis has been conducted on the proposed Brogan Hill-Brogan construction project.

The new benefit-cost ratio for this project is 0.23. This benefit-cost ratio was figured using an average annual accident cost over a three year period, average annual maintenance cost, annual vehicle operating cost, and annual driver delay time cost.

L. E. George
Traffic Engineer Supervisor

RTS:cs

cc: J. H. Versteeg
F. E. Terpin

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TECHNICAL SERVICES
NOV 2 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

8880 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 25, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project F-88-3(-)
Brogan Hill-Brogan Section
Canyon Creek & Pole Creek Bridges
Advance Structural Plans

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

Mr. Wallace's submittal of September 22, 1978 resolved all questions mentioned in our letter of August 31, 1978 on Canyon Creek and Pole Creek bridges. We approve the advance structural plans as submitted.

G.K. [illegible]
fr G. L. Green

cc:
ODOT (W J Hart)

RECEIVED
TECHNICAL SERVICES

OCT 26 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

September 22, 1978

NOTED
E. S. HUNTE

Pole Creek Bridge, BR 546A
Canyon Creek Bridge, BR 589A
Brogan Hill-Brogan Section
John Day Highway (FAP5)
Malheur County

NOTED
E. S. HUNTE

Enclosed are two reduced prints of drawings 33732 through 33739, which are advance detail drawings for the subject structure. These prints show revisions to previously submitted advance plans.

Revisions include a double-element, flex-beam guard rail with tubing which is designed to meet AASHTO standards.

A statement is included on the title sheet of each structure showing the basis for hydraulic design. Pole Creek is used for overflow from an upstream reservoir and the volume of flow under the structure is limited by the capacity of the channel upstream from the structure. Canyon Creek Basin is subject to flash floods and a reliable discharge could not be determined. The bridge was sized using recommendations from ODOT Region and District Engineers. For these reasons, a region analysis was not made for either structure.

These prints are being sent to you for approval of advance structure plans.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Assistant Structural
Design Engineer

Enclosure

cc E. S. Hunter
W. E. Schwartz

RECEIVED
TECHNICAL SERVICES
SEP 25 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN[illegible]

DEPAR[illegible]ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

Memorandum

DATE: August 31, 1978

In reply refer to: HBR-OR

SUBJECT: Canyon Creek & Pole Creek Bridges
Brogan Hill - Brogan Section
John Day Hwy (FAP-5)
Malheur County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Salem, Oregon
Attn: Mr. Walt Hart, Structures

Please note on the above structure plans forwarded to us August 30, no hydraulic data was submitted. Also note the rail section proposed does not meet AASHTO standards.

Before we can approve the plans these items must be resolved.

For G. L. Green

RECEIVED
TECHNICAL SERVICES
SEP - 1 '78
REFER TO Hart
FOR

Info	Invest	R/D	D/R	Sign	Act	File
			X			

Have these old plans?

8880

FORM 81-734-3030

9

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 17, 1978

FROM: J. H. Versteeg
Engineering

SUBJECT: Brogan Hill-Brogan

TO: W. E. Schwartz
Region 5 Engineer

The cost of this project has inflated from 4.8 million dollars based on July 1978 unit prices to 5.9 million dollars based on the October 1978 unit prices provided by the Cost Analyst Unit. Final Design (Watson) has been asked to reanalyze this project to determine if a significant cost reduction ($2 million) is possible on this project. The project is currently on the November 16 bid schedule. The Brogan Hill project will be moved to December or January as appropriate.

We would appreciate any suggestions you may have that would aid us in reducing the overall cost of the project.

JHV:jh
cc: E. S. Hunter

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TECHNICAL SERVICES
OCT 17 '78
REFER TO
FOR

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9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 17, 1978

FILE:

FROM: J. H. Versteeg
Engineering

SUBJECT: Project Cost vs. Program Estimates

TO: E. S. Hunter
Technical Services Engineer

NOTED
E. S. HUNTER

copy
con 4-22

The cost estimates on current projects are out of control so far as trying to relate them to the programmed amount. For instance, we had a firm estimate on the Brogan Hill-Brogan Section of 4.8 million dollars based on July 31, 1978, unit prices. Updated unit prices based on the last two bid openings have now inflated the cost estimate for the Brogan Hill project to $5,890,000. This $1 million increase is solely the result of inflated unit prices as no additional work has been added to this project.

If the 20% inflation in unit prices over the last 90 days is a fact of life, then the highway program is underfunded. A secondary problem is the cost of off system and FAU projects. These projects will have to be cut back in order to be fundable. Local officials responsible for highway and street projects are going to be severely disappointed.

JHV:jh
cc: Duane Christensen
Jack Sullivan

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TECHNICAL SERVICES
OCT 17'78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9-27-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TOF-88-3(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80405

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 9-29-78

DATE AUTHORIZATION EFFECTIVE 9-29-78

FEDERAL ROUTE NUMBER Primary 88

STATE ROUTE NUMBER Primary 5

GENERAL LOCATION: Brogan Hill-Brogan Section

GENERAL DESCRIPTION OF WORK: Grade, drain and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $5,726,222 - Federal Funds $4,911,380.

NOTED
B. KLABOE

Swan 10-6

DATE 9-29-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-76) EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8880

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 18, 1978
Salem, OR 97310

FROM: Tony
Anthony George, Env. Eng. Coordinator
Environmental Section

SUBJECT: Noise Study Reports--
October Contract Letting

TO: Gary A. Potter
Manager

J. H. Versteeg
Head of Engineering

E. S. Hunter ✓
Technical Services Engineer

RECEIVED TECHNICAL SERVICES
SEP 1/ '78
REFER TO
FOR
File
Ret.
Sign.
D/R
K/O
Invest.
Info

Attached are the pertinent noise study reports for the October letting schedule. Also attached are the noise study reports needed for early advertisement. These are:

Tualatin Valley Hwy. at SW 170th Ave. Washington County
Snake River (Ontario Spur) Bridge, Malheur County
Brogan Hill-Brogan, Malheur County
Florence/Eugene Hwy.-M.P. 5.7, Lane County
Boothill Cemetery-Dog Creek, Grant County
Florida Ave.-Vermont Ave., Coos County

No traffic noise abatement is proposed. All of the projects except Florida Ave.-Vermont Ave. are recommended for construction time constraints as follows:

> No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, a pile driving constraint is recommended for the Snake River Br. project, and a blasting constraint is recommended for the Brogan Hill-Brogan project. These are as follows:

> No pile driving (blasting) operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

I concur with my staff that the noise reduction benefits to be derived from implementing these recommendations more than outweigh any inconvenience to construction. The piledriving and blasting constraints are consistent with our Statewide Noise Study Report.

✓ Your approval is requested.

APPROVED
ESH
E. S. Hunter
Date 9-25-78

Attachments

8880 8-78

NOISE STUDY REPORT

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Prepared by
Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Assistant Environmental Engineer
August, 1978

2E-2, 2E-3	Pipe Data
2F	Summary
Incl	Plan & Profile

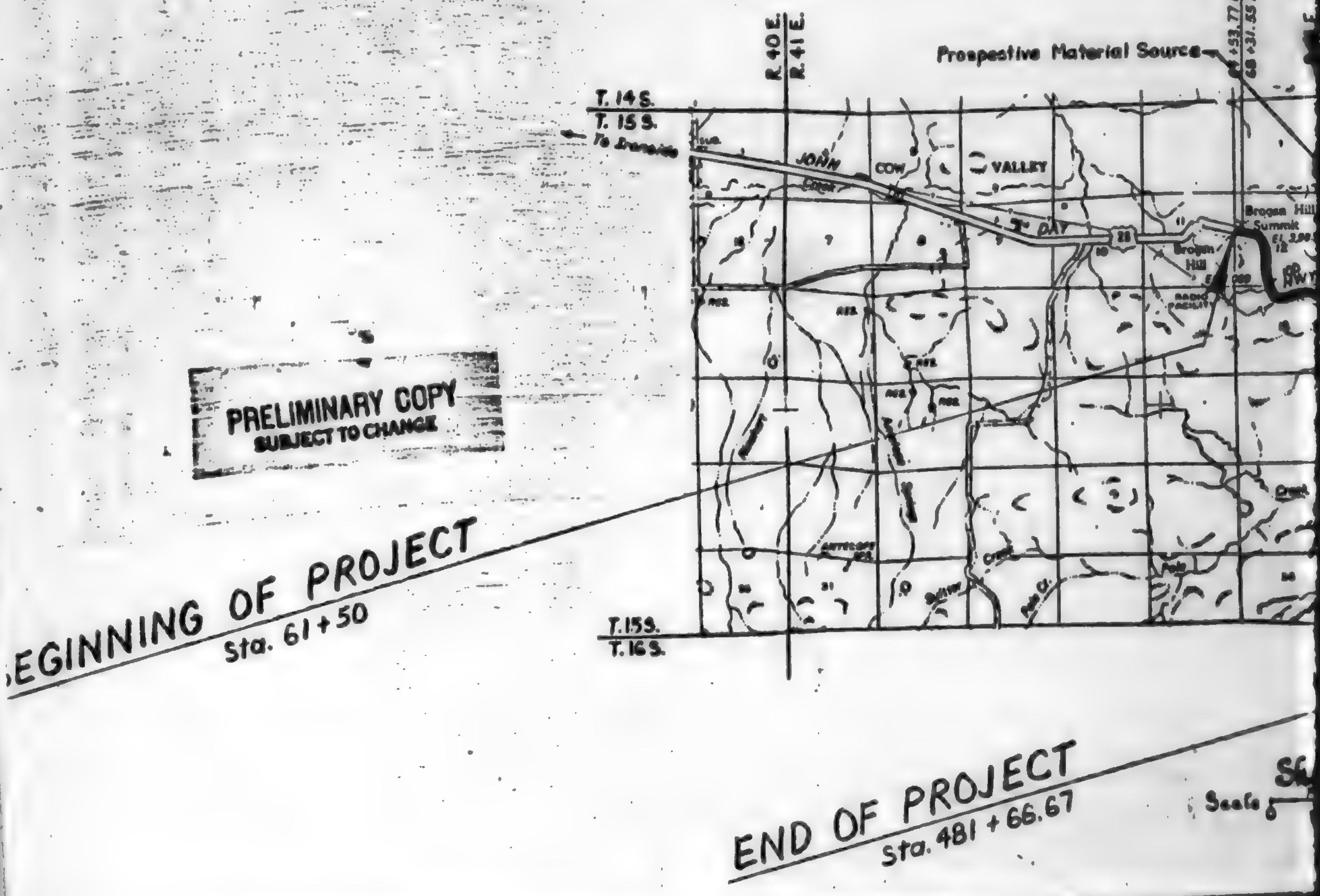
(Not Incl.)

BROGAN HILL

JOHN DA

MALHEU

PRELIMINARY COPY
SUBJECT TO CHANGE

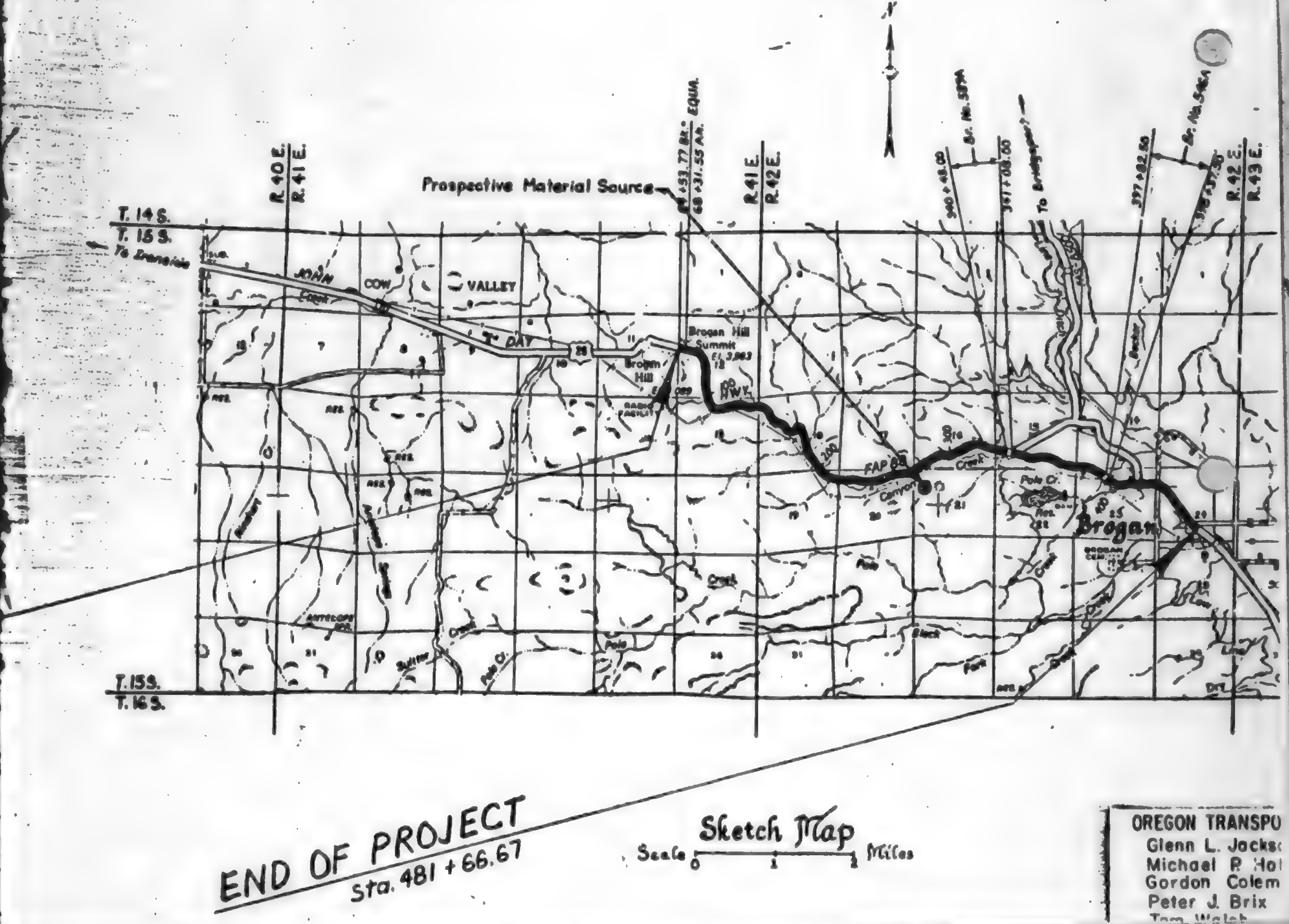

Prospective Material Source
+53.77 Bk. EQUA.
68+31.55 Ah.
R. 40 E.
R. 41 E.
T. 14 S.
T. 15 S.
To Ironside
JOHN
COW
VALLEY
DAY
26
Brogan Hill Summit
Brogan Hill
RADIO FACILITY
HWY
T. 15 S.
T. 16 S.
BEGINNING OF PROJECT
Sta. 61+50
END OF PROJECT
Sta. 481+66.67
Scale

(Not Incl.)

BROGAN HILL - BROGAN SEC.

JOHN DAY HIGHWAY

MALHEUR COUNTY


N
Prospective Material Source
453+77 Bk.
68+31.55 Ah.
EQUA.
R.40E.
R.41E.
R.41E.
R.42E.
R.42E.
R.43E.
T.14S.
T.15S.
T.15S.
T.16S.
To Ironside
JOHN
COW
VALLEY
DAY
26
Brogan Hill Summit
El. 3,983
Brogan Hill
RADIO FACILITY
HWY.
FAP 63
Canyon
Creek
Pole Cr.
Res.
Brogan
ANTELOPE RES.
340+48.00
Br. No. 5774
341+08.00
To Brogan
397+82.50
Br. No. 5464
398+37.50
Willow
Pole
Creek
Black
Fork
END OF PROJECT
Sta. 481+66.67
Sketch Map
Scale
0
1
2
Miles

OREGON TRANSPO
Glenn L. Jacks
Michael P. Ho
Gordon Colem
Peter J. Brix
Tom Walsh

Brogan Hill-Brogan Section
John Day Highway
Malheur County

I. Description of Project

The project is a realignment of the existing road (State Primary 5, U.S. 26) beginning at 0.2 mile east of the summit of Brogan Hill and proceeding southeasterly a distance of 7.9 miles to the community of Brogan--which is 24 miles northwest of Vale. Portions of the westerly 2.9 miles will have climbing lanes added to the normal two 12-foot traffic lanes. Four-foot shoulders are standard. This project will increase sight distance and ease the many tight curves in the existing road.

Uncontrolled access along the project classifies this as a Type 1-B project, according to FHPM 7-7-3.

II. Detailed Noise Analysis

A. Activities or Land Use Adjacent to the Project

The road profile slopes down from Brogan Hill Summit (4000' elevation) east to the community of Brogan (2600' elevation). The project traverses sagbrush-covered hillsides primarily set aside for grazing. The valleys are irrigated and cultivated to grow ryegrass and other crops. Land ownership adjacent to the highway is primarily private.

The east end of the project lies at the unincorporated community of Brogan. Roadside business consists of a gas station and grocery store.

B. Traffic Noise Analysis and Impacts

The John Day Highway is a main arterial route across eastern Oregon. However, average daily traffic volumes of only 500 and 700 are projected for the years 1978 and 1988 respectively. Traffic volumes are identical for the build and no build alternative. Predicted vehicular speeds are higher for the build alternative as a result of improved roadway alignment.

The traffic volumes in the noise prediction analysis are shown in Table 1.

TABLE 1

TRAFFIC DATA

	Peak Hour			Peak Truck Hour		
	Total Volume	Med. Trucks	Heavy Trucks	Total Volume	Med. Trucks	Heavy Trucks
1978	50	2	2	40	3	4
1988	70	3	3	60	4	6

The FHWA Highway Traffic Noise Prediction Nomograph was used to predict noise levels at 60 feet from the road centerline to determine if the nearest two residences (receptors) to the roadway would be impacted. The 60 foot distance coincides with the highway right-of-way line. The prediction method utilizes the vehicular speeds as well as the volumes given in Table 1. Peak hour and peak truck hour volumes were analyzed for 1978 and 1988. The peak hour traffic condition produces a higher noise level and is used as the worst case. The 1978 and 1988 traffic noise levels are projected to be L_{eq} 60 and 61 dBA respectively. These noise levels satisfy the L_{eq} 67 dBA design level (this level is given in FHPM 7-7-3 as maximum level for residences, schools, churches, and other activities listed in Category "B," exhibit 1). In addition, the new alignment lies further away from the two residences located closest to the highway. Thus, no traffic noise impacts are anticipated for this project.

III. Construction Noise Analysis

Areas adjacent to the project will also be exposed to additional noise levels during construction. These noise levels come from the construction equipment used. Table #2 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during construction. It is anticipated that a minimum of six residences could be impacted by construction noise.

EXHIBIT #1

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA 2/ $L_{eq}(h)$	$L_{10}(h)$	Description of Activity C
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which ser are of extraordinary sig serve an important public where the preservation o is essential if the area to serve its intended pur areas could include amph particular parks or porti open spaces, or historic which are dedicated or r appropriate local offici requiring special qualit and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation active sports areas, and not included in Category motels, hotels, public me schools, churches, librar
C	72 (Exterior)	75 (Exterior)	Developed lands, properti not included in Categorie
D	--	--	For requirements on undev paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotel rooms, schools, churches, hospitals, and auditoriu

1/ See Paragraph 8 for method of application.

2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on

3/ Parks in Categories A and B include all such lands (public or privat actually used as parks as well as those public lands officially se designated by a governmental agency as parks on the date of public of the proposed highway project.

4/ See Paragraphs 8c, d, and e for method of application.

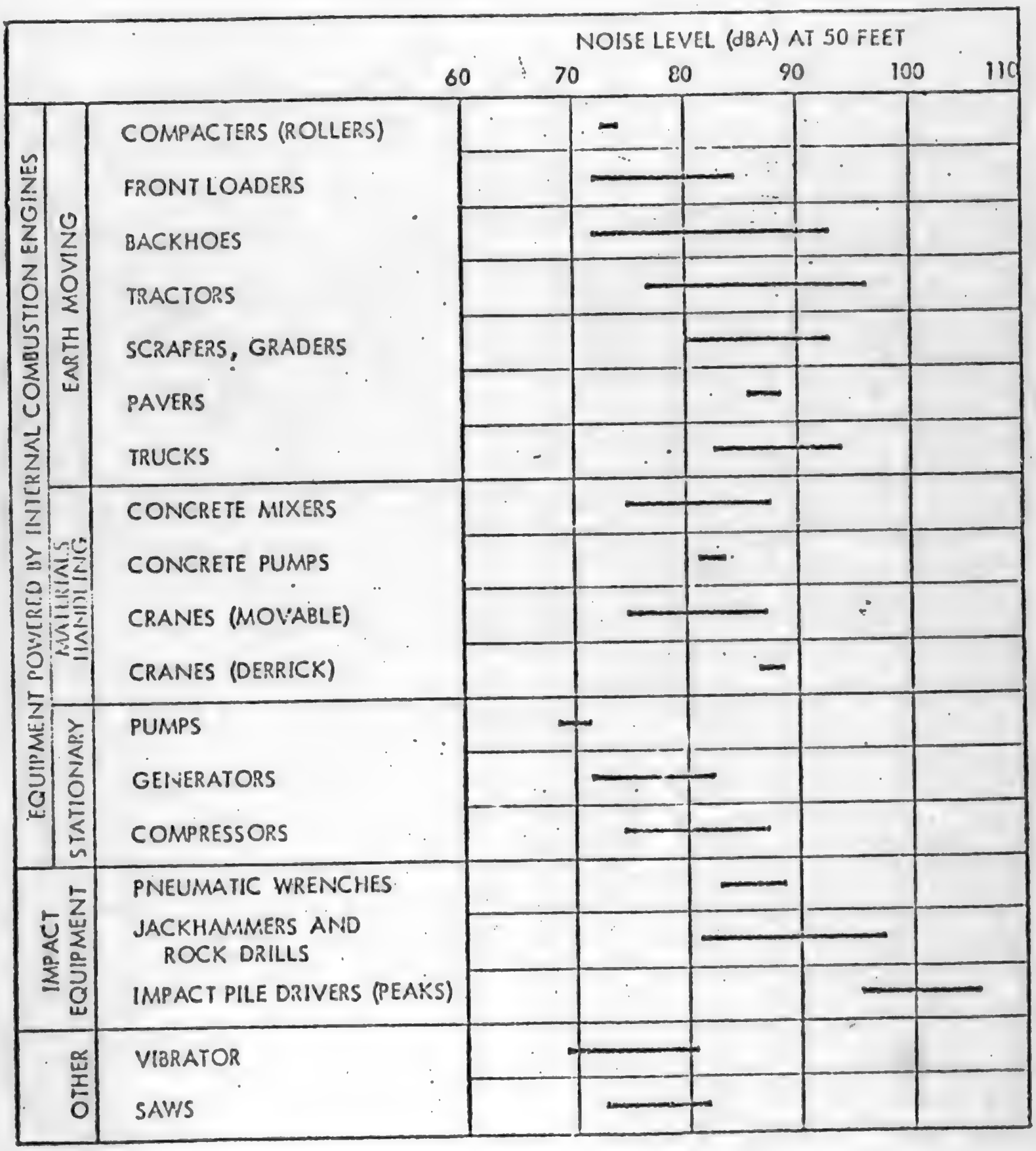
EXHIBIT #1

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

sign Noise Levels - dBA2/		
$L_{eq}(h)$	*$L_{10}(h)$*	*Description of Activity Category*
57 Exterior)	*60 (Exterior)*	*Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.*
67 Exterior)	*70 (Exterior)*	*Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.*
72 xterior)	*75 (Exterior)*	*Developed lands, properties or activities not included in Categories A or B above.*
--	--	*For requirements on undeveloped lands see paragraphs 11a and c.*
52 Interior)	*55 (Interior)*	*Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.*

h 8 for method of application.
r L_{eq} (but not both) design noise levels may be used on a project.
egories A and B include all such lands (public or private which are
sed as parks as well as those public lands officially set aside or
by a governmental agency as parks on the date of public knowledge
posed highway project.
hs 8c, d, and e for method of application.

TABLE 2
Construction Equipment Noise Ranges



Construction noise, although shorter in duration, can be quite annoying especially during quieter periods. One means of mitigating construction noise could be by prohibiting construction work on Sundays, legal holidays, and on other days between the hours of 10:00 p.m. and 6:00 a.m. In this manner, construction noise would not protrude into the quieter nighttime period. This requirement will be included in the construction specifications. Exceptions to this requirement may be approved by the project engineer.

The prospective material source was explored as a source for construction noise impacts. It is to be located at road station 275+00 (approximately 4 miles east of the beginning of project) 3000 feet south of the John Day Highway. No construction noise impacts are anticipated as no sensitive receptors (residences) were found to be located near the material source.

Road Design indicates that possible blasting operations, if needed in excavation of rock strata for new road alignment or in preparation of prospective material source, will be confined to west portion of the project near Brogan Hill Summit. No construction impacts are anticipated as no residences are located adjacent to roadway on the west half of project. If the occasion should arise that blasting is required in other areas of the project, no blasting operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. and 8:00 a.m. or other days, without the approval of the project engineer.

IV. Local Coordination and Notification

To date, no communications have taken place with local officials concerning this traffic noise study. The general public were notified of the proposed project through a public hearing held at the city hall in Vale, Oregon.

A copy of this report along with the FHWA policy on land use will be sent to the Malhuer County Planning Department for their information.

-8880

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Salem, Oregon
August 21, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50313-Vilsmeyer
Brogan Hill-Brogan Section
John Day Highway
Malheur County

Attached is a description and an authorization covering a haul road and material source required for subject project.

BY: R

Floyd O. Scott
R/W Desc. Engineer

[redacted]

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
August 1, 1978
La Grande, Oregon

FROM: R. D. Hector by Bob
Region 5 Construction Engineer

TO: J. B. Boyd, Manager
Right of Way Section

SALEM

SUBJECT: Alternate Material Source
Brogan Hill-Brogan
John Day Highway
Malheur County
Prefix 23-1958

We wish to set up an alternate material source for the Brogan Hill-Brogan Section. We have investigated the area and find that the alternate location is satisfactory.

The description of the site is E½SW¼ ~~W½SE¼~~NW¼ and NE¼NW¼ ~~NW¼NE¼~~SW¼ of Section 21, T. 15 S., R. 42 E., W.M. A haul road also to be constructed from the southwest corner of this area and then northerly to the highway. A sketch will follow.

Would you kindly direct your forces to negotiate an arrangement to acquire rights to mine this area as a quarry.

The bidding date for this project is October 26, 1978. It is important to move on this matter with a minimum of delay.

RDH:sh

cc Harold Brainerd
P. F. Burnett
Don English

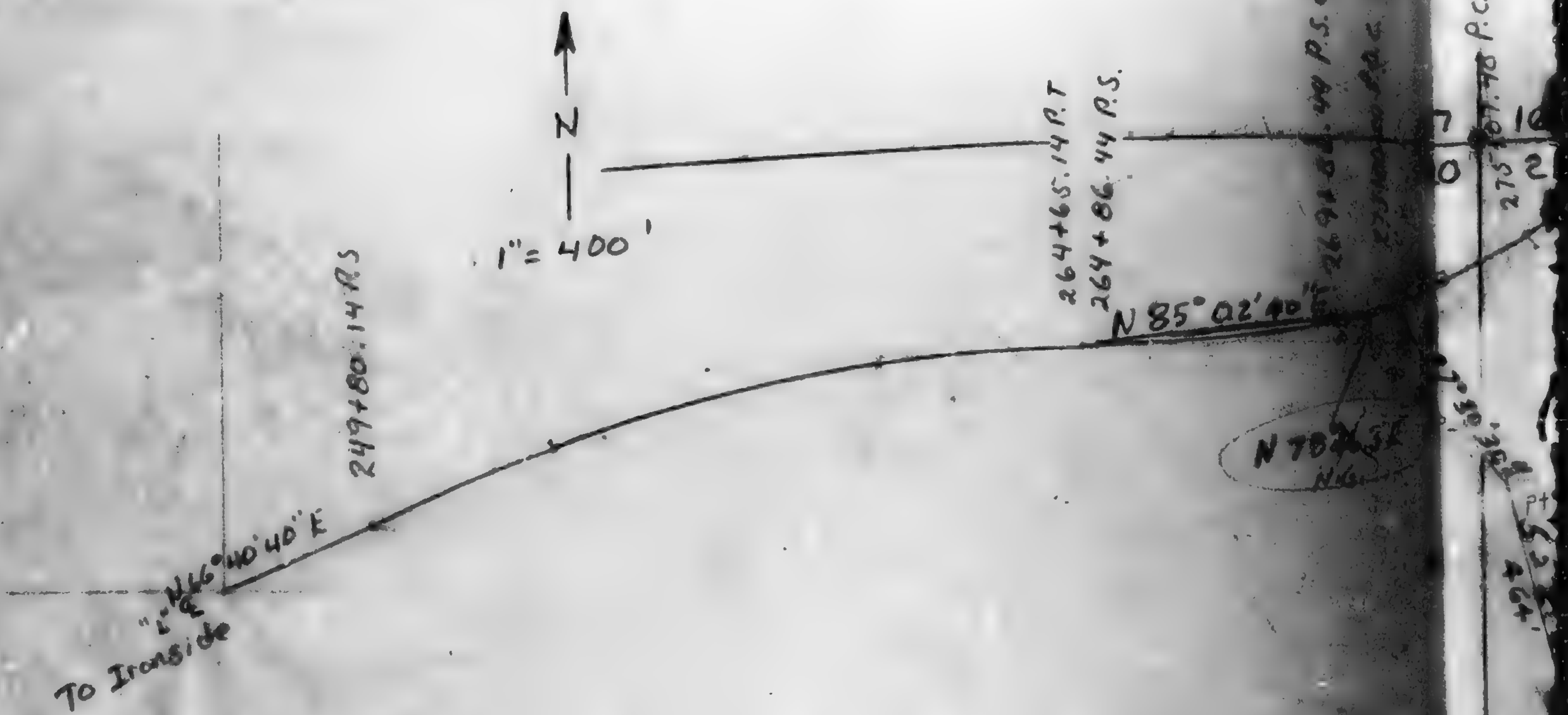
rank
Burnett (Ontario)
889-8558

M. J. GARDNER

NOTED
FLOYD O. SCOTT
8-14-78

NOTED
P. F. BURNETT

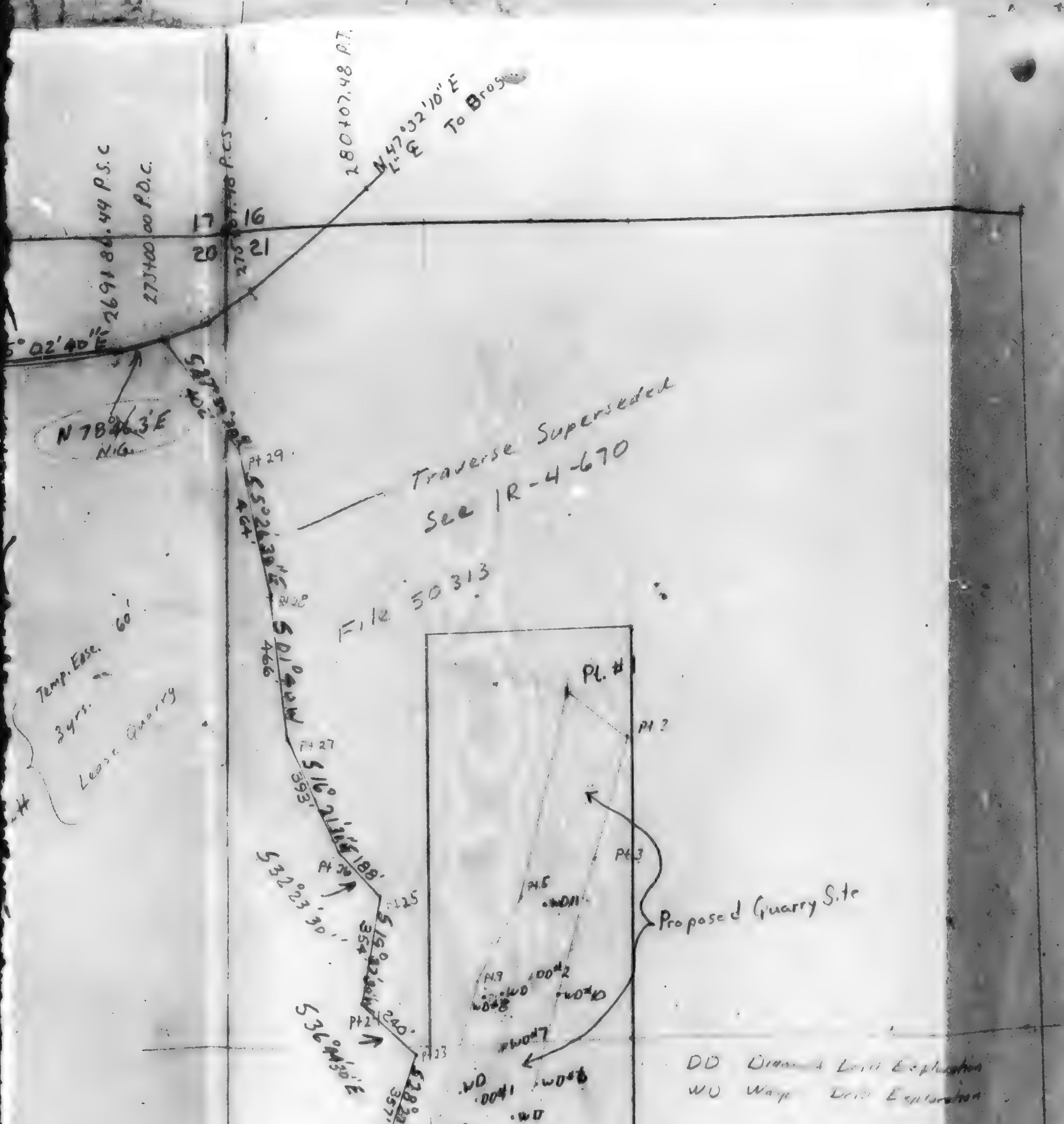
[illegible] 71-[illegible]-3177


N
1" = 400'
249+80.14 P.S
264+65.14 P.T
264+86.44 P.S.
269+86.44 P.S.C
N 85° 02' 40"
N 46° 40' 40" E
"L" ℄
To Ironside
N 78°
P.C.S
275
PT
464'

Temp. Ease. 60'
3 yrs.
Lease

From
Frank Burnett

Brogan Hill - Brogan
Vilsmeyer Quarry Project
John Day Highway
Malheur County - Aug. 1978
P.F. Burnett, Res. Engr.


280+07.48 P.T.
N 47°32'10" E
L E
To Bros
269+86.44 P.S.C
275+00.00 P.D.C.
275+01.48 P.C.S
17
16
20
21
5° 02'40" E
N 78°46.3' E
N.G.
S 87°
406'
Pt 29
S 5°26'30" E
464'
Pt 28
S 01°44' W
466'
Pt 27
S 16° 21' E
393'
188'
Pt 30
S 32°23'30"
Pt 25
S 16°22'30" W
354'
Pt 24
240'
S 36°44'30" E
Pt 23
S 28°22'30" W
357'
Pt 22
235'
Pt 21
Pt 20
S 38°03'30" E
Traverse Superseded
See IR-4-670
File 50313
Temp. Ease. 60'
3 yrs.
Lease Quarry
Pt. #1
Pt 2
Pt 3
Pt 5
WD 11
Pt 9
WD
DD #2
WD #10
WD #8
WD #7
WD
DD #1
WD #6
WD
WD
WD #2
WD #3
Pt 19
Proposed Quarry Site
DD Diamond Drill Exploration
WD Wagon Drill Exploration

8880

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 16, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Mode of Travel
Plans-in-Hand Reviews

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 30 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

An analysis of the cost and time involved in the recent plans-in-hand review made on the Brogan Hill-Brogan Section indicates the following for automobile and airplane travel for three people:

Automobile (Time 3 Days)	
Automobile rental (includes gas & oil)	$33.00
Per Diem 3 @ $62.25 each	$186.75
	$219.75
State Plane (1 Day)	
Plane rental 3.5 hours @ $80	$280.00
Pilot cost 8 hours @ $12.50	$100.00
Lunch 3 @ $3.25	$ 9.75
Car 1 Day @ $11	$ 11.00
	$400.75

If five people had participated from Salem, which is the maximum the State Plane will carry, the automobile cost would have increased to $344.25.

Not counting the salaries of the participants involved it appears to be more economical to utilize automobile travel, up to and including five people.

It appears the major consideration is the expenditure of time. If time is of the essence and the number of people actually required totals five, I would recommend the use of the plane.

In the case of a review such as Brogan Hill-Brogan where the number of Participants required is so low because of no major issues involved, I believe the automobile is a good choice. We should, however, give more thought to the route of travel and other possible items that should be reviewed going and coming back. This mode of travel gives those involved a first hand knowledge of the highway system.

DOC:ab

Expenses for 3 days Plans in Hand
Brogan Hill - Brogan

departed 9:30 AM. Wed.
Arrived Ontario 7:15 PM.

departed LaGrande 8:30 AM Fri.
Arrived Salem 4:30 PM.

Watson, Glenn, Yarbrough @ 62^{25}/each	186.75
Car rental 3das @ \$$11^{00}$/shift. includes gas, oil etc.	33.00
	$219.75

State plane

3^{5} hrs round trip @ \$80/hr.	$280.00
Pilot flying + Stand by 8 hrs @ 12^{50}/hr.	100.00
	$380.00

Salaries for three people
on days of driving only

Watson	16 hrs @ 17.12	=	273.92
Glenn	16 hrs @ 17.12	=	273.92
Yarbrough	16 hrs @ 18.87	=	301.92
			$849.76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August [illegible], 1978

FROM: F. W. Yarbrough
Soils Engineer

TO: J. H. Versteeg
Head Technical Engineer

SUBJECT: Proposed Flight to Plans-in-hand Review at Brogan

No projects will probably be delayed because of driving to Brogan for the subject review instead of flying at a time saving of about two man-days per man. At least, not delayed because of what I will do on them.

Here is a list of work items I have:

Long Prairie Road-Willow Flat Road. Meet the Resident Engineer and advise him about compaction with a 50-ton roller before any more people get to him (especially bidders) telling him how difficult it is.

I-205. Follow-up on foundation monitoring (piezometers and settlement) to assure good performance and to satisfy Chassie, if possible. Check design details of remaining grading.

Pacific Highway-Sagert Road. Approach fill foundation design.

Geary Canal Bridge. Approach fill foundation construction method design, plus some alternates.

John Day River Bridge replacement. Exploration plan for approach fill foundations.

Stump Patch Slide. Strengthening plan design.

Roberts Mountain. Review FHWA modifications and propose action.

Mystic Creek-Camas Valley. Review explorations and location plan, particularly with respect to experience at Slater Creek-Mystic Creek.

Review Western Oregon Slide problems to evaluate the necessity for remedial construction.

FWY:af

cc: Frank Terpin

7820

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 14, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineering Supervisor

SUBJECT: Brogan Hill-Brogan
John Day Highway
Malheur County

TO: MEMO TO THE FILES

The plans review was held in Resident Engineer P. F. Burnett's office in the morning and the field review in the afternoon on August 10th.

The following items are to be added to the plans.

1. Drainage curb at guardrail locations, with inlets and outlet culverts. ? costs ?

Curb at G.R.
Locations on inside
of curve.

2. A 4 inch to 6 inch rock blanket in roadbed ditches with grades of 2.5% and steeper. Specification of rock sizes to be same as on I-80N projects north of Ontario. A rock blanket to protect embankment slope, left Station 120± to 136±.

3. Construct a 4 foot bottom drain ditch, lined with Class 100 riprap at toe of slope left Sta. 113± to 120±.

4. Seeding and mulching of slopes to be done during the months of September through November. This is to be done even though embankments have not been completed to grade. Seeding done during the spring does not survive.

5. Painted guardrail members, furnished by the State, will require stripping. This stripping cost should be included in the item for installing guardrail. ?

Strength-1958
Galv. - 1960
G.R. installed
1962

6. The sliver embankment widening, right of Sta. 163± to 170±, will require serrating the existing slope with benches approximately 8 to 10 feet in width with approximately 1:1 backslopes.

7. A compaction specification for embankments containing rocky or blocky material will be furnished by F. W. Yarbrough.

8. All 18 inch culverts under the highway would be changed to 24 inches for easier cleaning by Maintenance.

9. A hydraulics reveiw of pipe sizes will be requested at Stations 111+49, 136+25, 144+00, 179+85, 204+00, and 448+50. ?

~~60"~~ ~~72"~~ 48"

~~66"~~ ~~72~~ 24"

36"

48"

120+50
48"

10. An existing maintenance site, not being used Left Sta. 313±, may be offered to contractor for storage area.

11. At Station 166+15, install a 24 inch culvert, with pipe down embankment slope.

12. Riprap quantities and channel change grade to be added for channel change left Sta. 397± to 407±. Channel change to not disturb existing irrigation pipe, Left Sta. 407.

13. Field ties and dimensions of existing diversion box, left Sta. 408, to be furnished by P. F. Burnett. Salvage and reinstall existing 36 inch slide gate and 24 feet of 36 inch culvert pipe.

14. Add a 1 foot deep V-bottom irrigation ditch, left 450± to 454+50.

15. Add Type 1 fence on right-of-way left from Sta. 454 to end of access control line at 478+50.

16. Vern Moore to provide a development plan, mining permit application, and clear with planning commission on proposed prospective material source, right sta. 275±. Right-of-way to negotiate a lease agreement with property owner. If the above source cannot be cleared by September 15, surfacing materials will be contractor furnished.

LKW:ab
cc: R. Hector
Dave Carter, FHWA
Fred Yarbrough
Harlin Gerlock
Vern Moore
P. F. Burnett
M. D. Gelnn
Jack Sullivan
Karl Keller
J. B. Boyd
F. E. Terpin
Dick Lenz

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
RECEIVED
AUG 15 1978
ENGINEERING SECTION
Trout
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Action
REFERRED TO
Beard
Cole
Eriksen
Hager
Staudenmeyer
Sample
Watson ✓ SW
Dorn
Lou
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BY FINAL DESIGN ENGINEER

8440

5

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
Erikson
Watson ✓ LW
Hager
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Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

August 8, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

1 Versteeg ✓
2 Christensen Doc
George
Olson
Torpin
Sullivan
Scott
Savage

RECEIVED
AUG 0 9 1978
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Trout
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Bring Up / /
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Canyon Creek Bridge
Bridge 589A
Pole Creek Bridge
Bridge 546A
Brogan Hill-Brogan Section
John Day Highway (FAP5)
Malheur County

Attached are two copies of drawings 33428, 33429, 30820, and 33332 which are the preliminary plan and elevation and the vicinity maps for the subject structures. One copy of the Foundation Report with hydraulic data is also enclosed for each structure.

The proposed roadway width is 34'-0"± allowing two 12'-0" traffic lanes with approximately 5'-0" shoulders. Because of modular construction using 4'-0" wide precast slabs, the shoulder width on the structure will exceed the minimum recommended by AASHTO for this highway. Current ADT on the existing structures is 500.

Canyon Creek Bridge - Bridge 589A

Structure length and grade line were established to provide adequate area for stream flow. Staging is required to maintain traffic during construction.

The estimated cost of the structure is $160,000 based on a preliminary estimate of quantities and including a 20 percent allowance for engineering and contingencies and including bridge removal costs for the existing timber structure.

Pole Creek Bridge - Bridge 546A

The grade line for this structure was influenced by grading requirements. Structure length was determined using 1 1/2:1 slopes in the channel and by using wingwalls. Guardrail will be installed at bridge approaches in this fill area.

The estimated cost of the structure is $141,000 based on a preliminary estimate of quantities and including a 20 percent allowance for engineering and contingencies and including bridge removal costs for the existing timber structure.

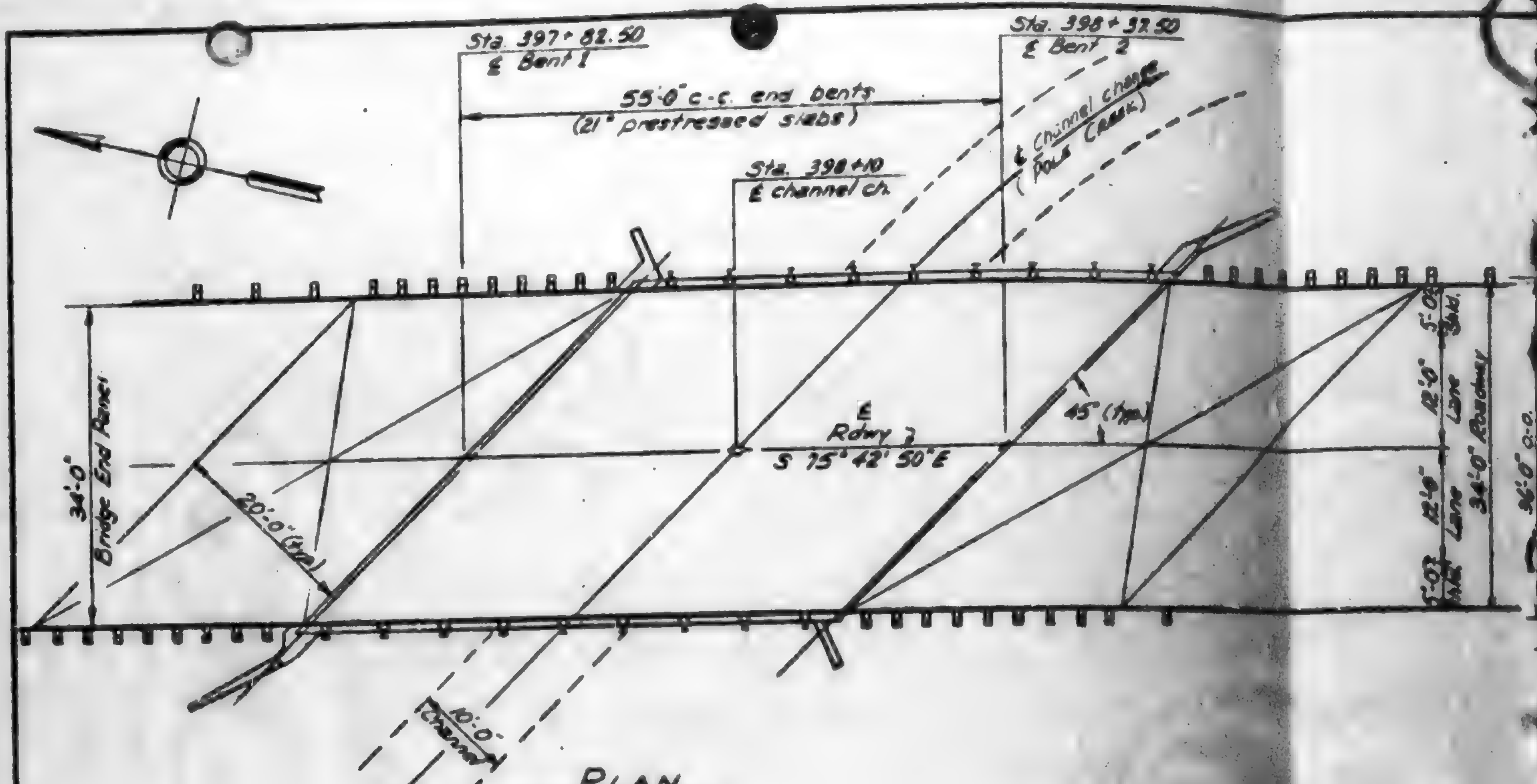
No alternate structure types were considered to be practical at these sites. The cost of precast beams would not be competitive with slab construction.

This is being sent to you as a preliminary submittal for your approval.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Structural Design Engineer

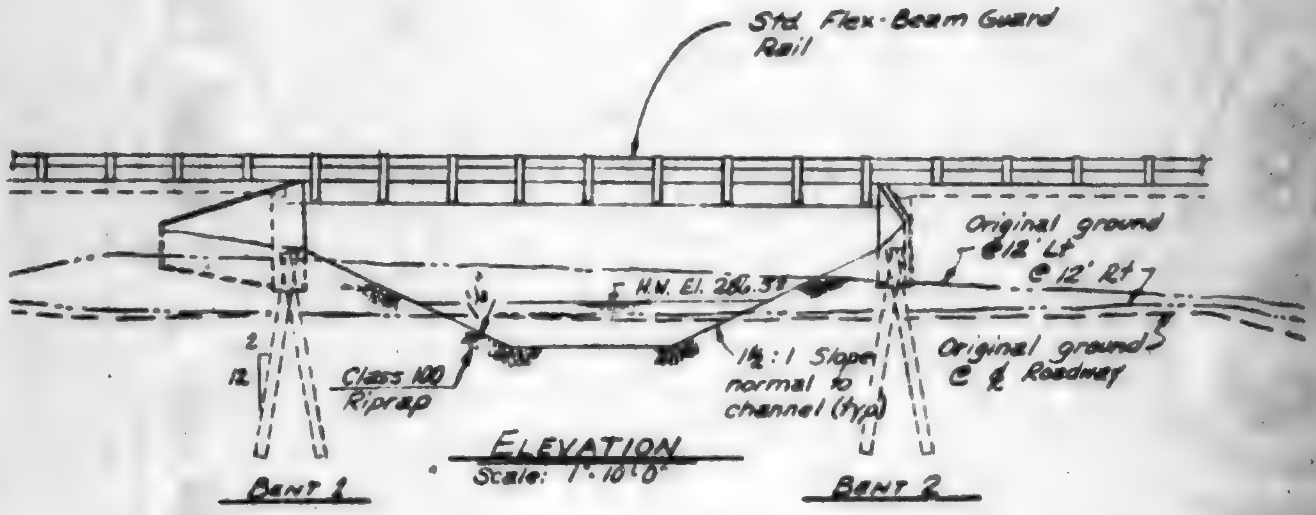
Enclosures

cc E. S. Hunter
W. E. Schwartz /w/ encl.
D. O. Christensen /w/ encl.


Sta. 397+82.50
℄ Bent 1
Sta. 398+37.50
℄ Bent 2
55'-0" c-c end bents
(21" prestressed slabs)
℄ Channel change
(Pole Creek)
Sta. 398+10
℄ channel ch.
℄
Rdwy
S 75° 42' 50" E
45° (typ.)
34'-0"
Bridge End Panel
20'-0" (typ.)
10'-0"
Channel
5'-0"
Shld.
12'-0"
Lane
12'-0"
Lane
5'-0"
Shld.
34'-0" Roadway
36'-0" o-o

PLAN

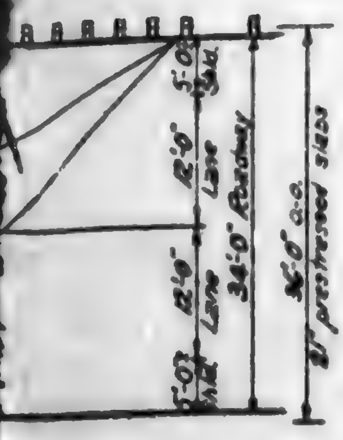
Scale: 1" = 10'-0"

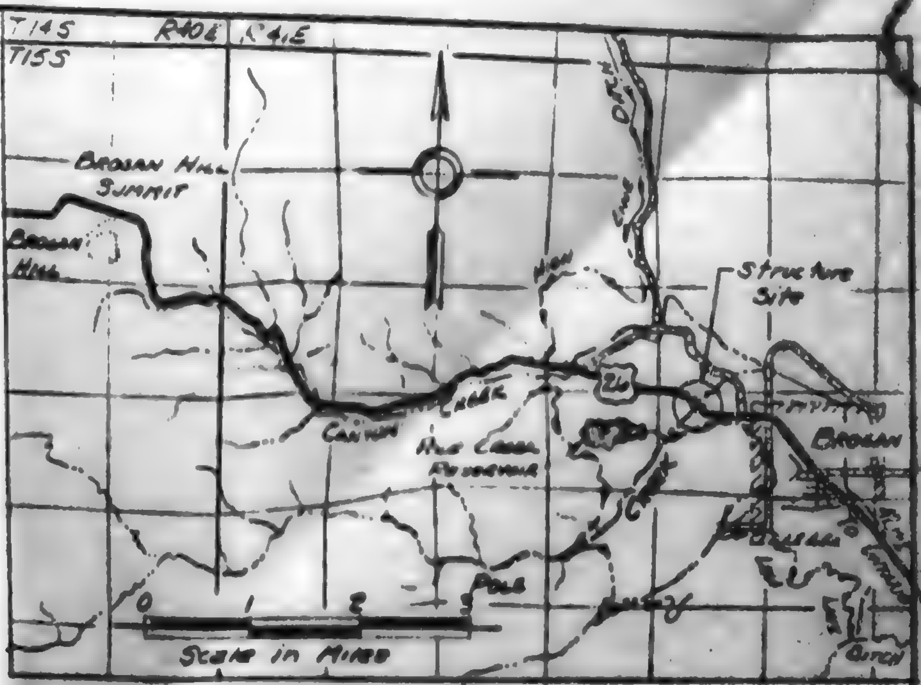

Std. Flex-Beam Guard Rail
Original ground
@ 12' Lt
@ 12' Rt
H.W. El. 286.3±
2
12
Class 100
Riprap
1½:1 Slope
normal to
channel (typ.)
Original ground
@ ℄ Roadway
Bent 1
Bent 2

ELEVATION

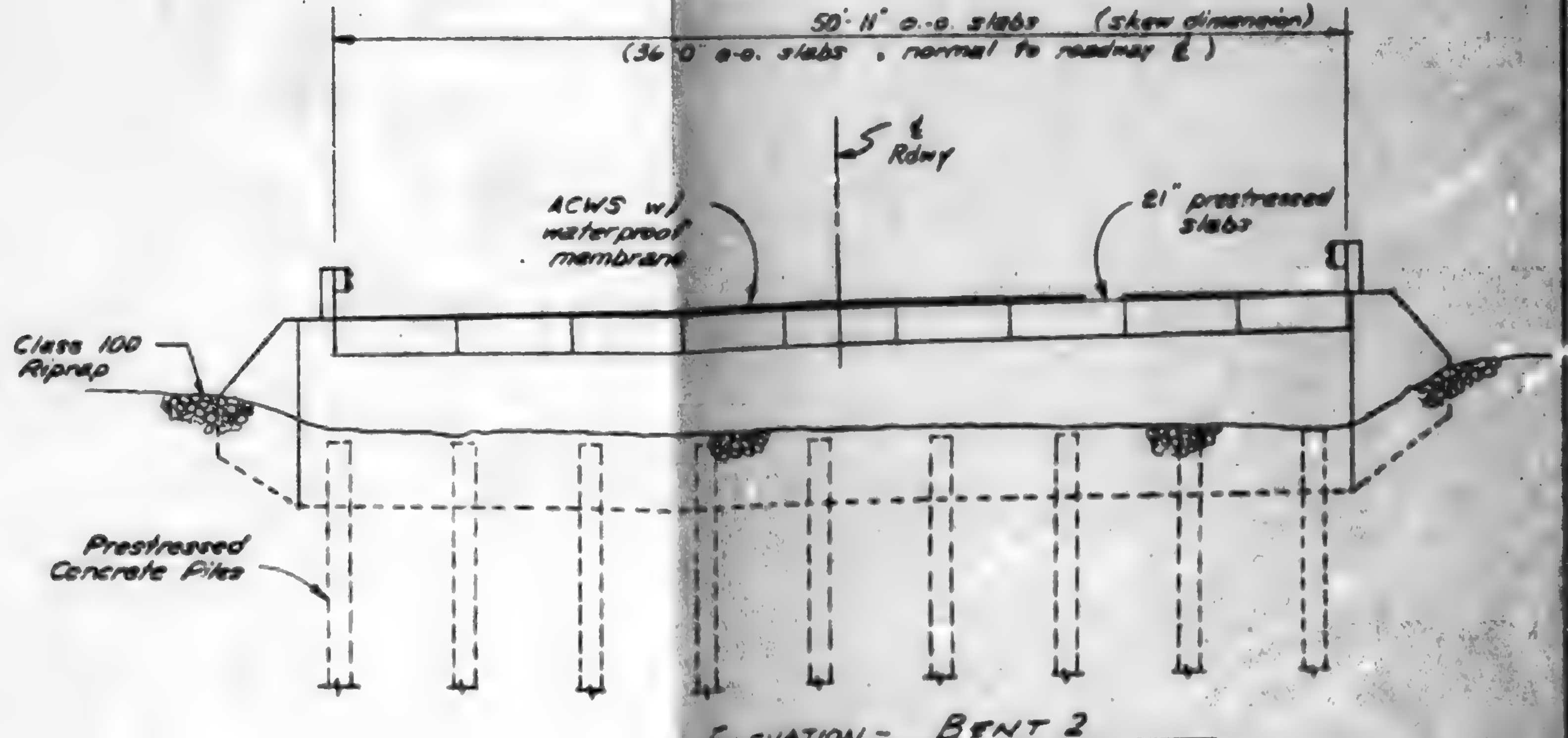
Scale: 1" = 10'-0"

-4.97%
Sta. 364+0
Elev. 285


5'-0½" Shld
12'-0" Lane
12'-0" Lane
5'-0½" Shld
34'-0" Roadway
36'-0" o.o. 21" prestressed slabs

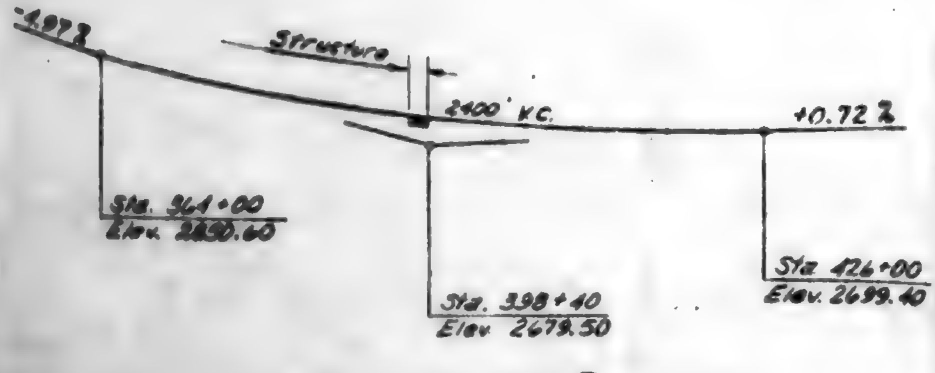

T14S
T15S
R40E
R41E
Brogan Hill Summit
Brogan Hill
Structure Site
Canyon Creek
26
Brogan
Pole
0
1
2
3
Scale in Miles
Birch

VICINITY MAP


50'-11" o.o. slabs (skew dimension)
(36'-0" o.o. slabs, normal to roadway ℄)
S ℄ Rdwy
ACWS w/ waterproof membrane
21" prestressed slabs
Class 100 Riprap
Prestressed Concrete Piles

ELEVATION - BENT 2

Scale: 3/16" = 1'-0"


-4.97%
Structure
2400' V.C.
+0.72%
Sta. 364+00
Elev. 2830.60
Sta. 398+40
Elev. 2679.50
Sta. 426+00
Elev. 2699.40

GRADE LINE DIAGRAM

No Scale

APPROVED

BRIDGE ENGINEER

TECHNICAL SERVICES ENGINEER

DESIGNED
DRAWN GW Vaughn
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

POLE CREEK BRIDGE

BROGAN HILL - BROGAN SECTION

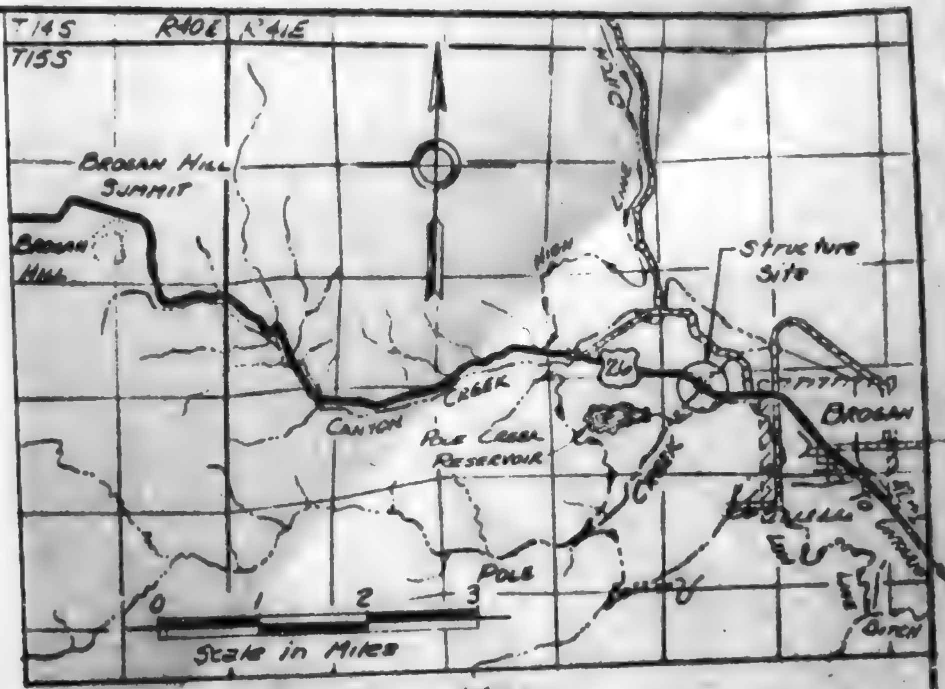
MALHEUR COUNTY JOHN DAY HIGHWAY

PRELIMINARY PLAN & ELEVATION

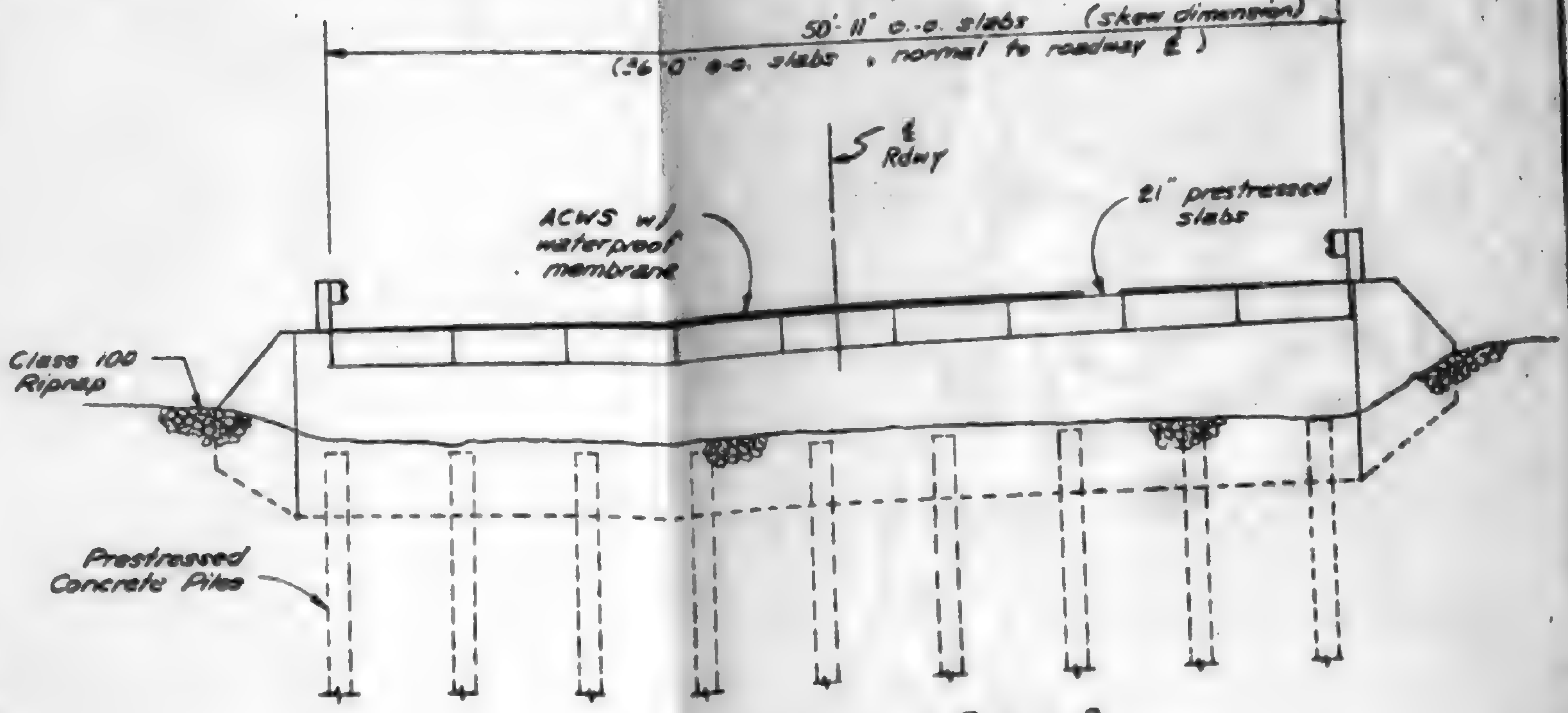
ACCOMPANIED BY DWGS.

DATE May 31, 1978
BRIDGE NO. 546 A
SHEET 1 OF 1
DRAWING NO. 33428

36'-0" o.o.
21" prestressed slabs

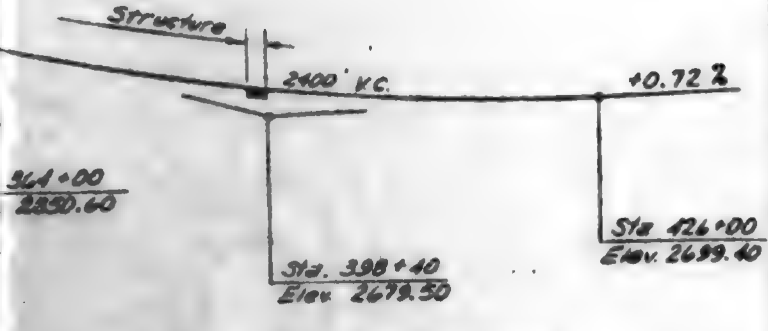

T14S
T15S
R40E
R41E
BROGAN HILL SUMMIT
BROGAN HILL
HIGH
DITCH
LINE
Structure Site
26
CANYON CREEK
POLE CREEK RESERVOIR
CREEK
BROGAN
POLE
DITCH
0
1
2
3
Scale in Miles

VICINITY MAP


50'-11" o.-o. slabs (skew dimension)
(36'-0" o.-o. slabs, normal to roadway ℄)
℄ Rdwy
ACWS w/ waterproof membrane
21" prestressed slabs
Class 100 Riprap
Prestressed Concrete Piles

ELEVATION - BENT 2

Scale: 3/16" = 1'-0"


Structure
2400' V.C.
+0.72 %
364+00
2850.60
Sta. 398+40
Elev. 2679.50
Sta 426+00
Elev. 2699.40

GRADE LINE DIAGRAM

No Scale

APPROVED:

BRIDGE ENGINEER

TECHNICAL SERVICES ENGINEER

DESIGNED
DRAWN GW Vaughn
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

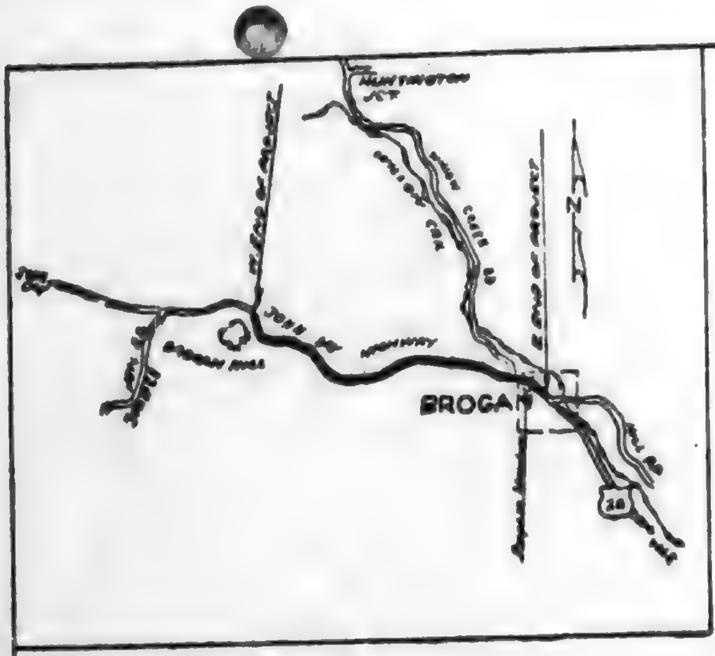
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

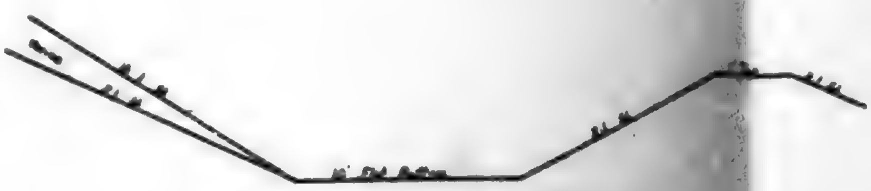
POLE CREEK BRIDGE
BROGAN HILL - BROGAN SECTION
MALHEUR COUNTY JOHN DAY HIGHWAY

PRELIMINARY PLAN & ELEVATION

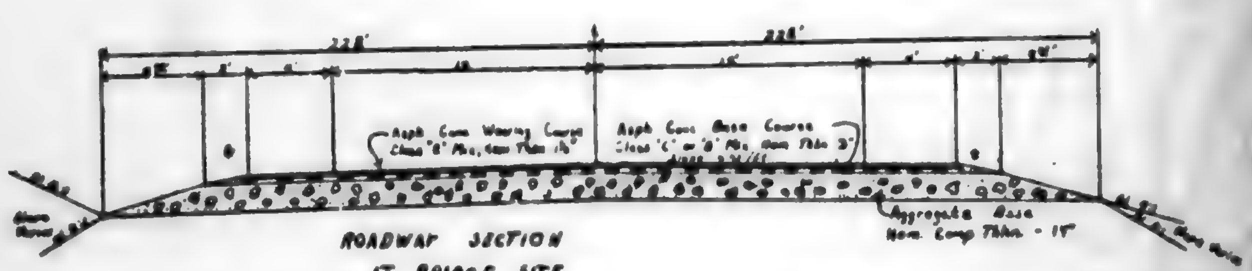
ACCOMPANIED BY DWGS.

DATE May 31, 1978
BRIDGE NO. 546 A
SHEET 1 OF 1
DRAWING NO. 33428

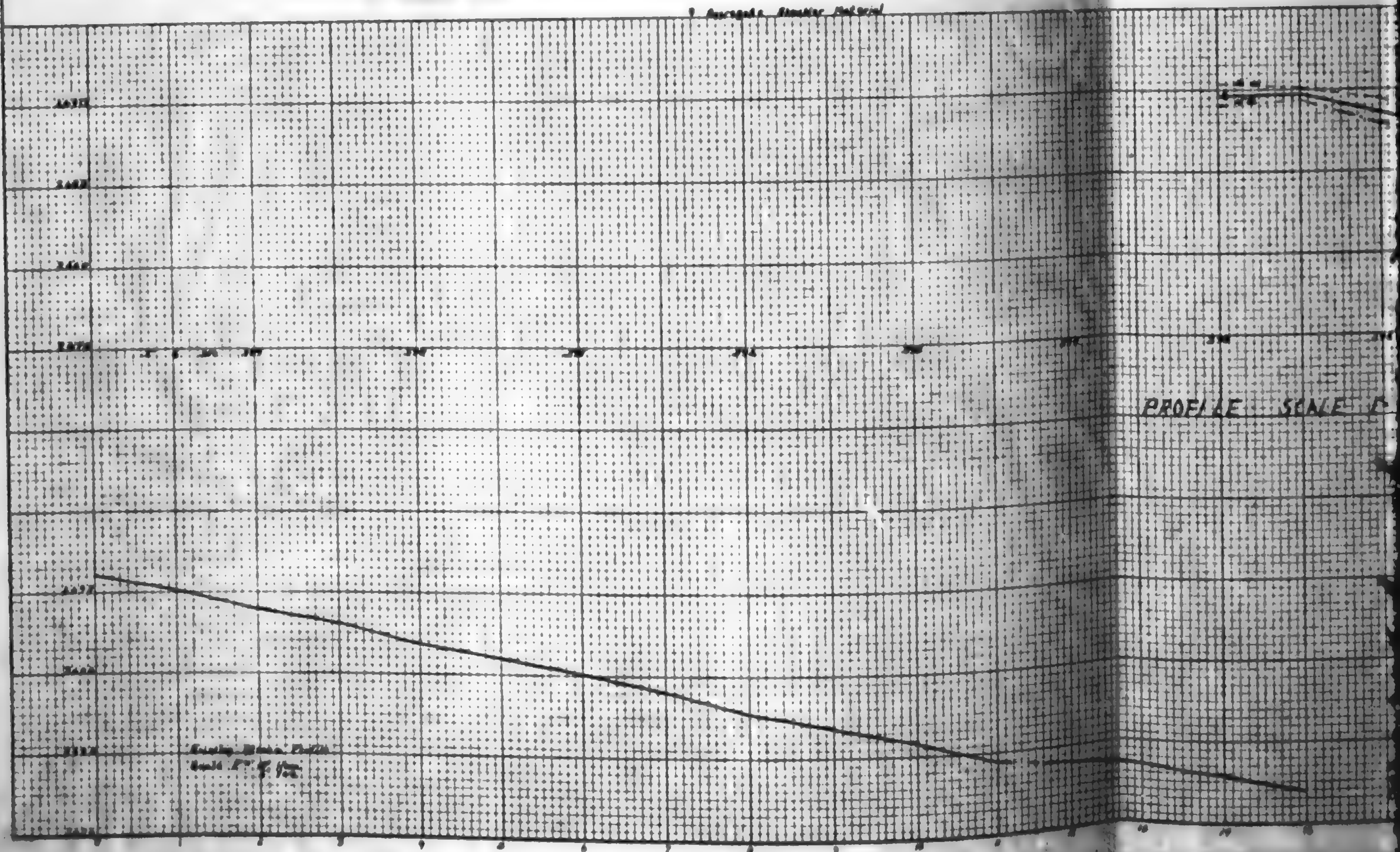

HUNTINGTON JCT
BROGAN
26
N

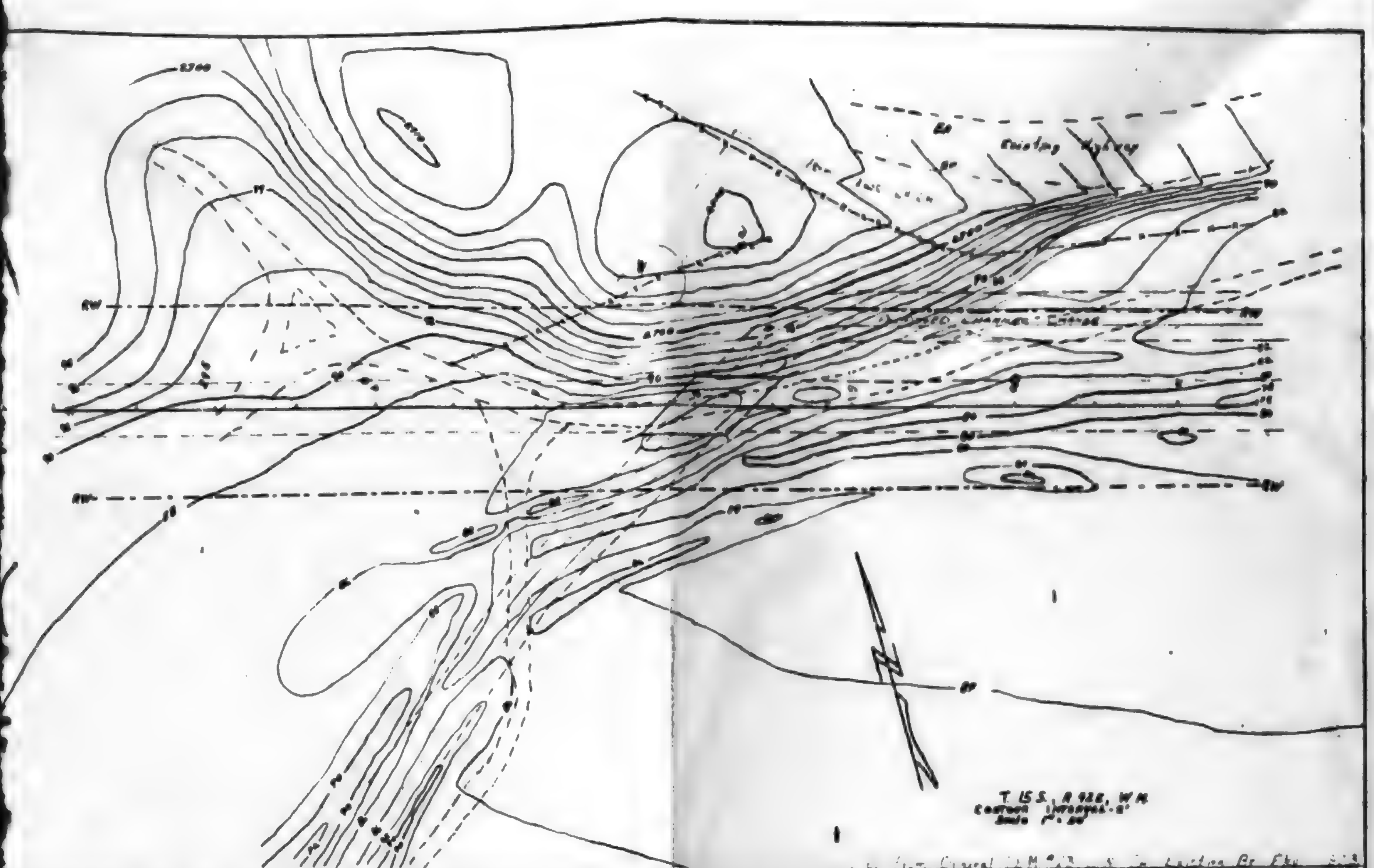


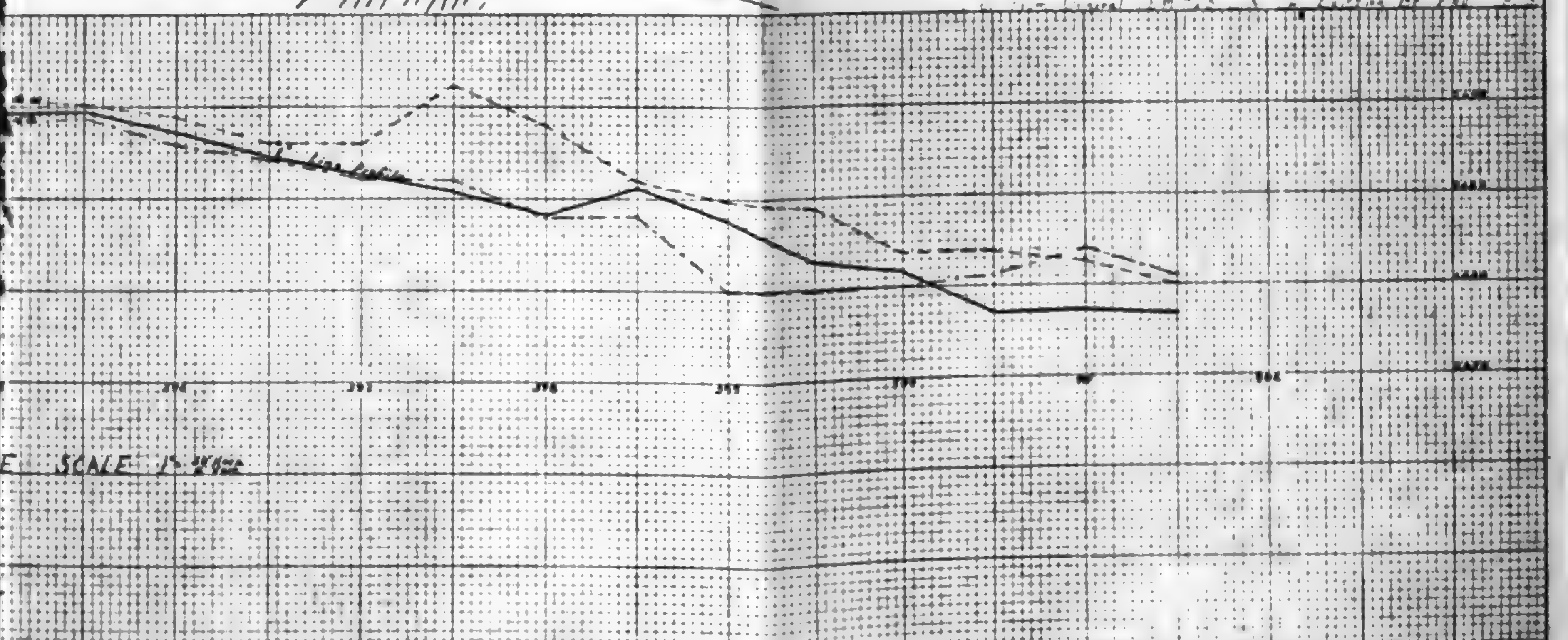
CH. CH. TYPICAL SECTION


22'
22'
Asph Conc Wearing Course
Asph Conc Base Course
Aggregate Base
Nom. Comp Thkn - 15"

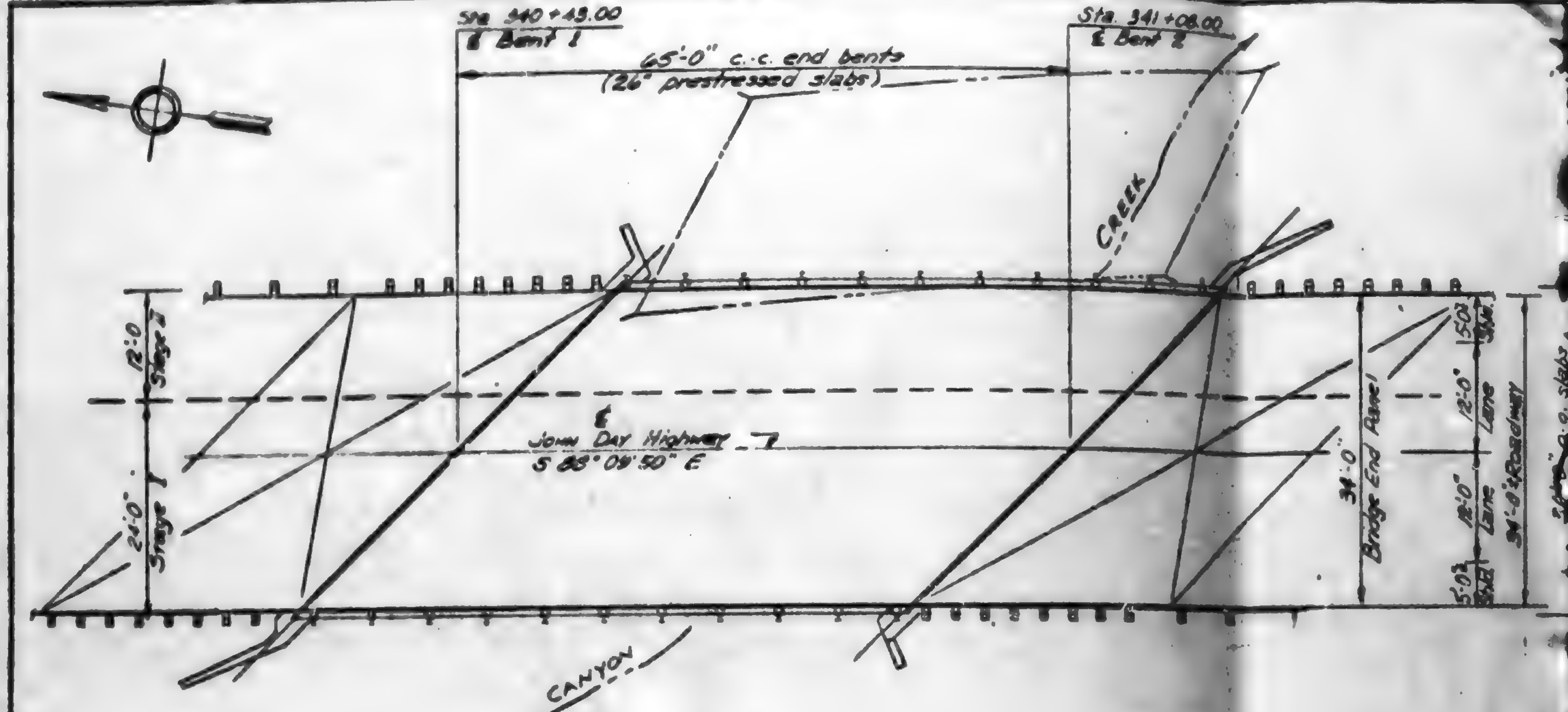
ROADWAY SECTION AT BRIDGE SITE


PROFILE SCALE

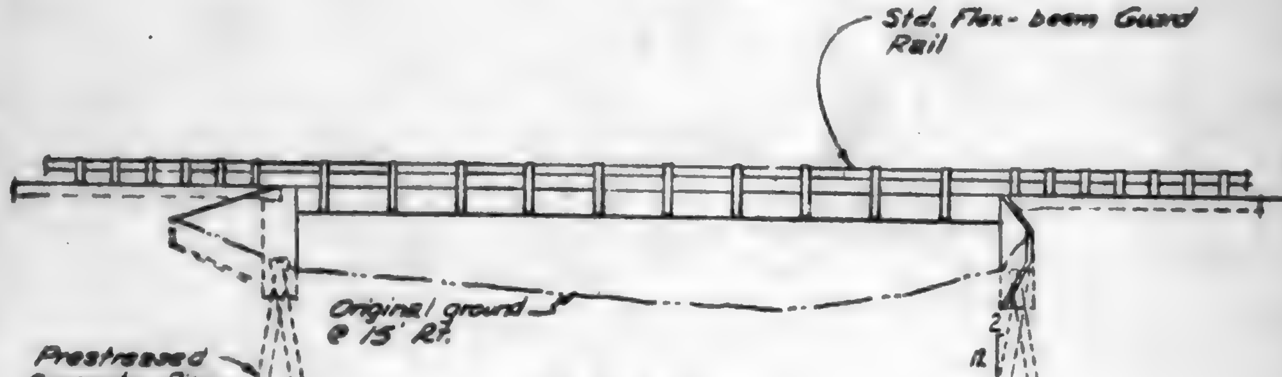

Existing Highway
T. 15 S., R 42 E., W.M.
Contour Interval 2'
Scale 1" = 50'



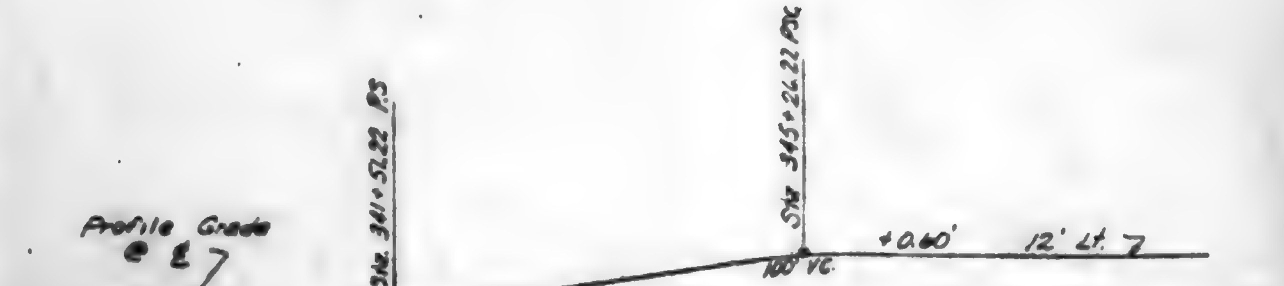
OREGON STATE HIGHWAY DIVISION
VICINITY MAP & PROFILE
POLE CREEK
BROGAN HILL-BROGAN
JOHN DAY HIGHWAY
MALHEUR COUNTY
P. F. BURNETT, RES. ENGR.
MARCH, 1977
Br. # 546A
Dwg # 33332


Sta. 340+43.00
℄ Bent 1
Sta. 341+08.00
℄ Bent 2
65'-0" c.-c. end bents
(26" prestressed slabs)
CREEK
12'-0" Stage II
24'-0" Stage I
℄ John Day Highway
S 88° 09' 50" E
34'-0" Bridge End Panel
5'-0" Sh.
12'-0" Lane
18'-0" Lane
5'-0" Sh.
34'-0" Roadway
CANYON

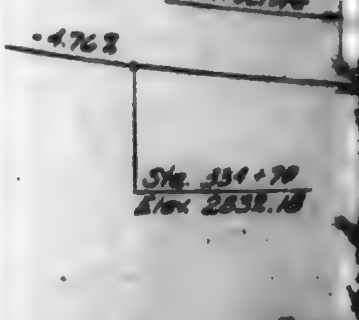
PLAN
Scale: 1"=10'-0"


Std. Flex-beam Guard Rail
Original ground @ 15' Rt.
Prestressed Concrete Piles
Bent 1
Bent 2

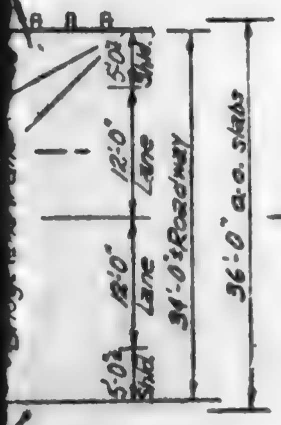
ELEVATION
Scale: 1"=10'-0"

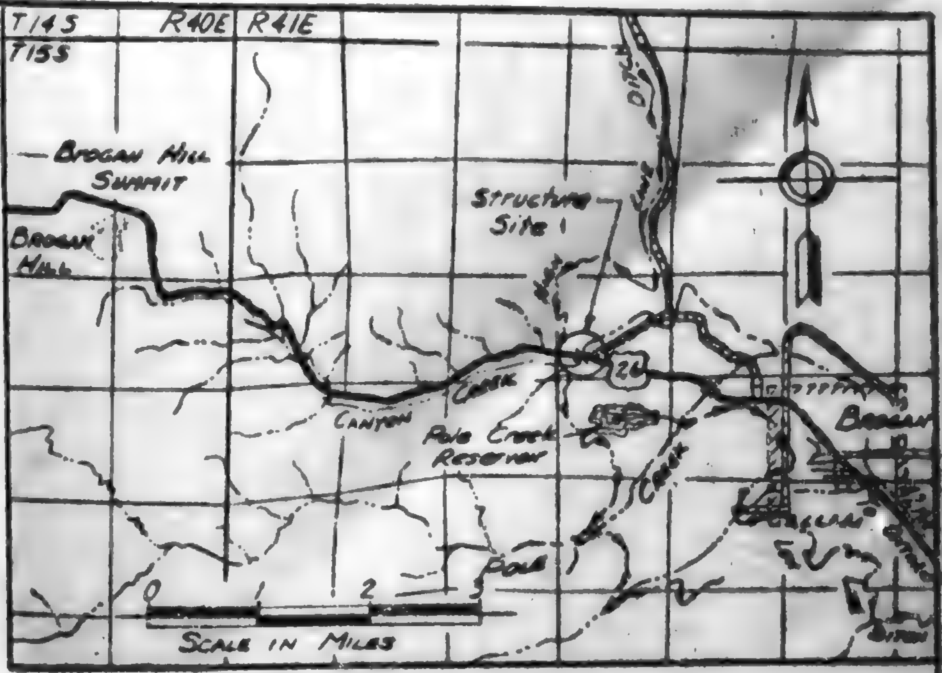

Profile Grade @ ℄
Sta. 341+51.22 P.S.
Sta. 345+26.22 P.C.
100' V.C.
100' V.C.
100' V.C.
100' V.C.
+0.60'
12' Lt.
0.0'
℄
-0.60'
12' Rt.
0.24'
18' Lt. & Rt.

SUPERELEVATION DIAGRAM
No Scale

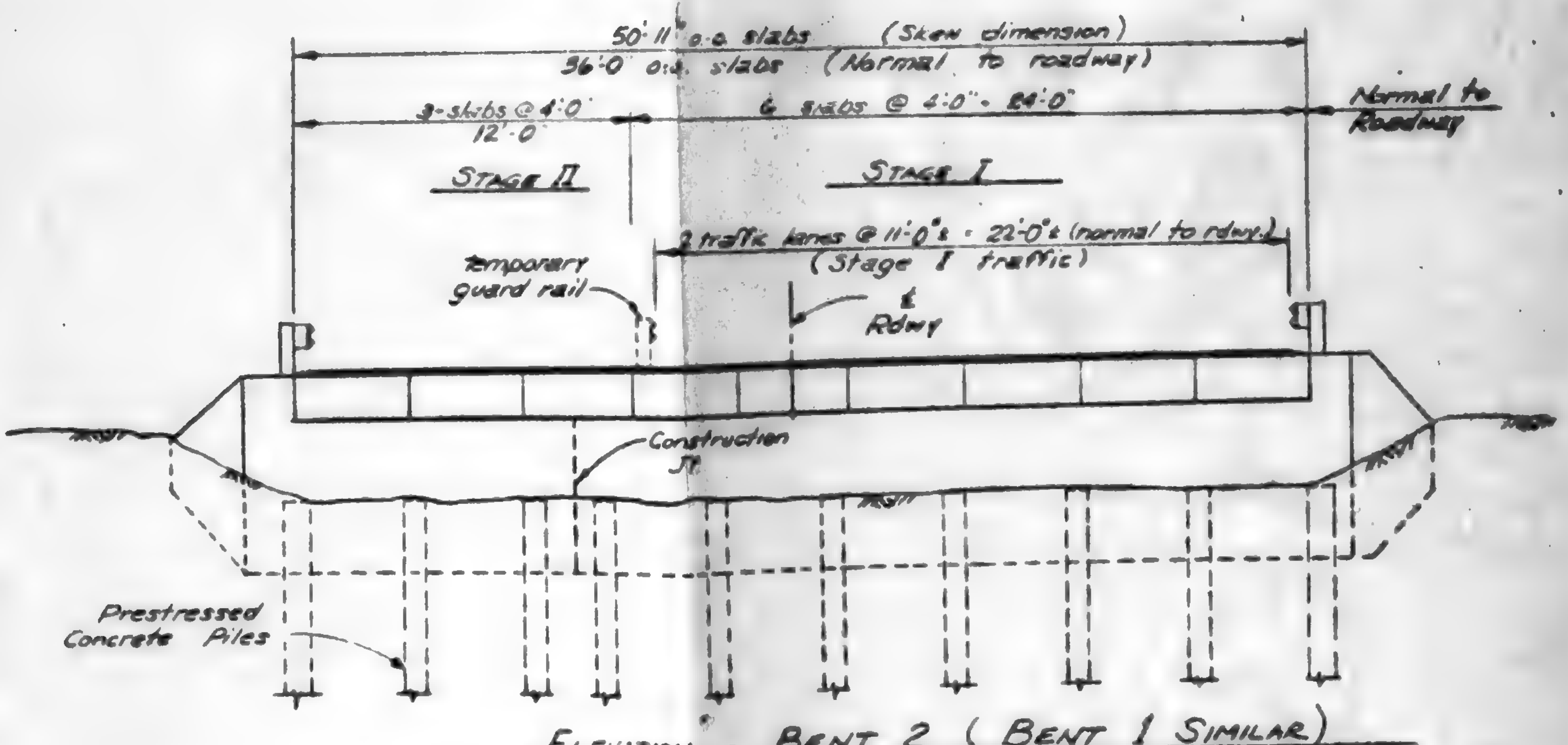

Structure
-4.76%
Sta. 334+79
Elev. 2838.18

GRADE


5'-0" Shldr.
12'-0" Lane
12'-0" Lane
5'-0" Shldr.
34'-0" Roadway
36'-0" o.o. slabs

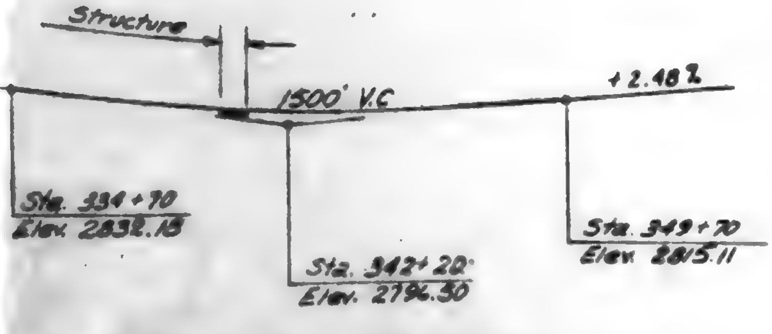

T14S
T15S
R40E
R41E
Brogan Hill Summit
Brogan Hill
Structure Site
26
Canyon Creek
Pole Creek Reservoir
Creek
Pole
Brogan
0
1
2
Scale in Miles

VICINITY MAP


50'-11" o.o. slabs (Skew dimension)
36'-0 o.o. slabs (Normal to roadway)
3-slabs @ 4'-0" 12'-0"
6 slabs @ 4'-0" = 24'-0"
Normal to Roadway
Stage II
Stage I
2 traffic lanes @ 11'-0"± = 22'-0"± (normal to rdwy.)
(Stage I traffic)
Temporary guard rail
℄ Rdwy
Construction Jt.
Prestressed Concrete Piles

ELEVATION - BENT 2 (BENT 1 SIMILAR)

Scale: 3/16" = 1'-0"


Structure
1500' V.C.
+2.48%
Sta. 334+70
Elev. 2832.18
Sta. 342+20
Elev. 2796.30
Sta. 349+70
Elev. 2815.11

GRADE LINE DIAGRAM

No Scale

APPROVED:

BRIDGE ENGINEER

TECHNICAL SERVICES ENGINEER

DESIGNED
DRAWN G.W. Vaughn
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

CANYON CREEK BRIDGE

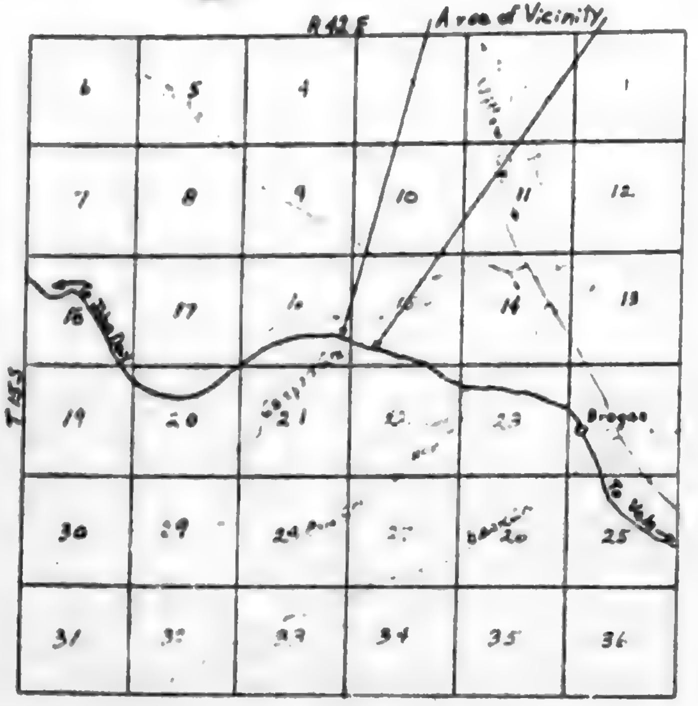
BROGAN HILL - BROGAN SECTION

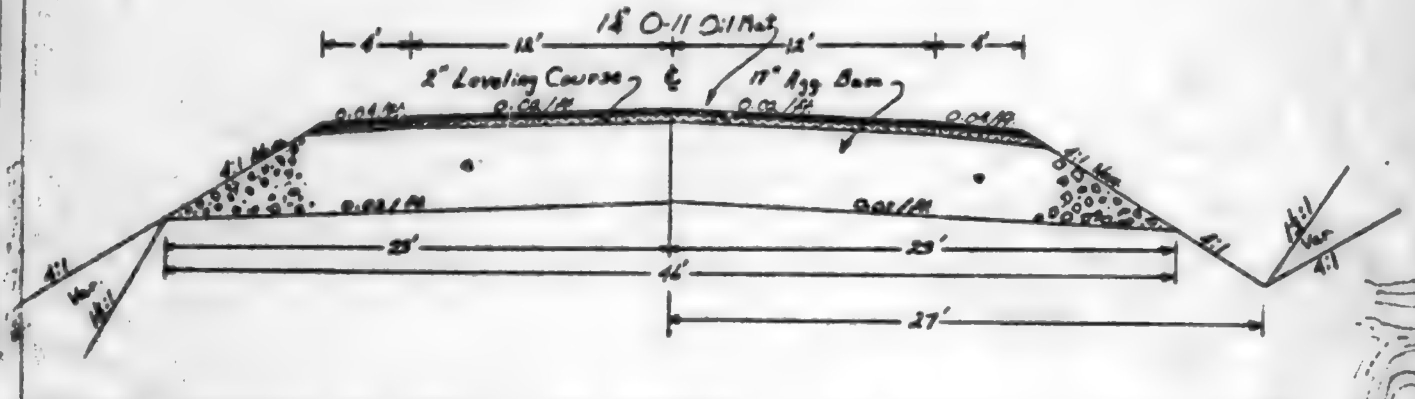
MALHEUR COUNTY JOHN DAY HIGHWAY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS.

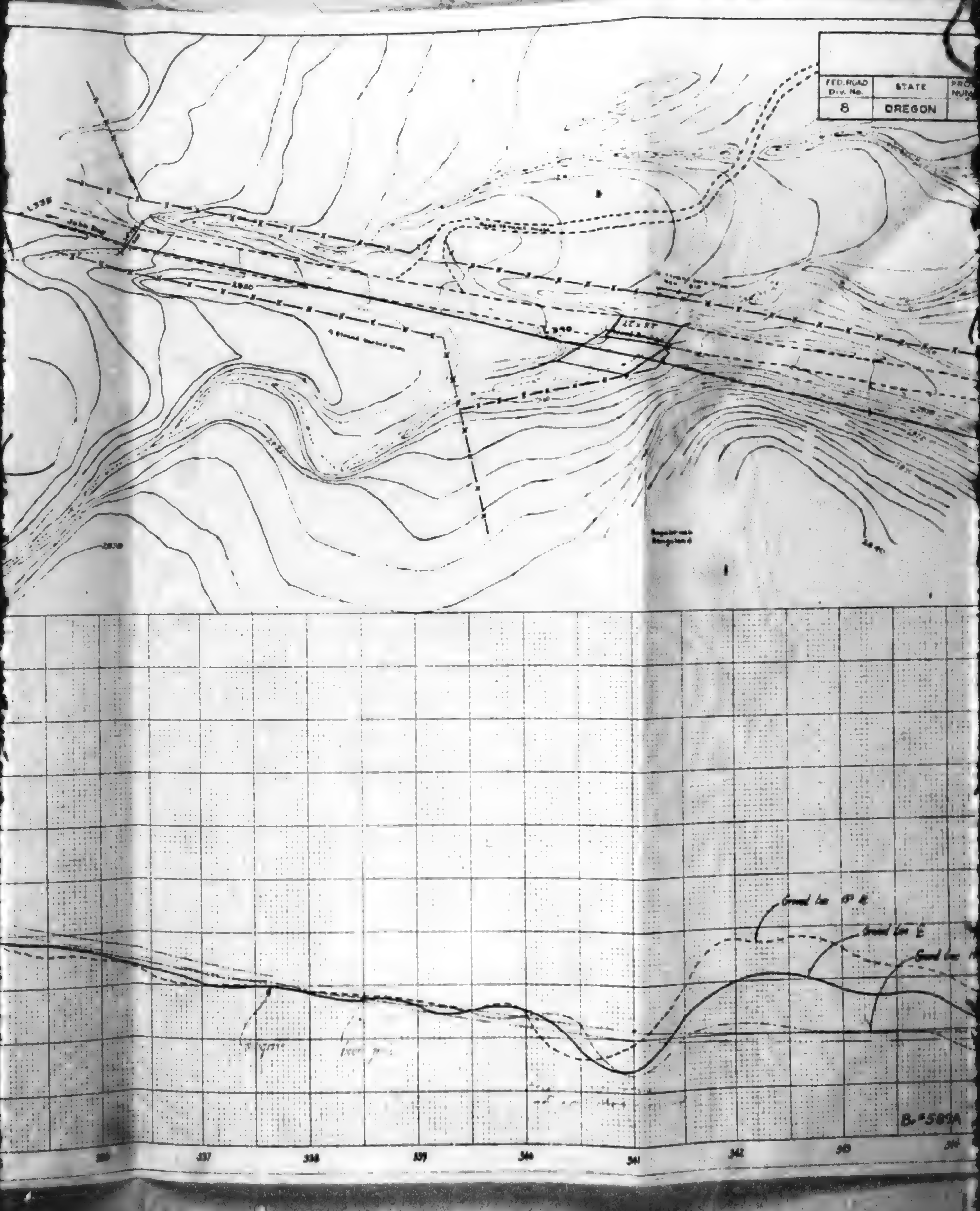
DATE June 14, 1978
BRIDGE NO. 589A
SHEET 1 OF 1
DRAWING NO. 33429

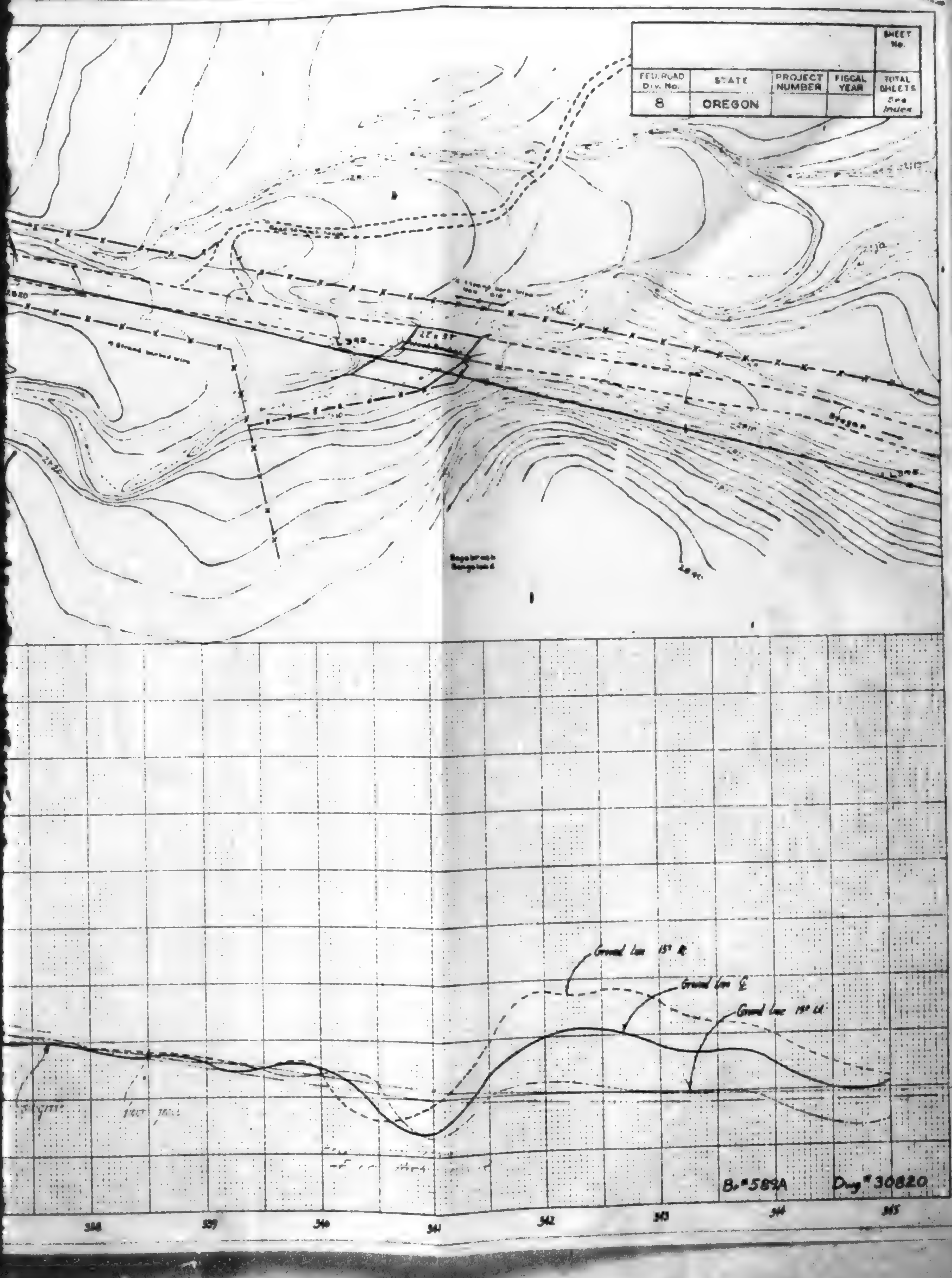

R 42 E
Area of Vicinity
T 15 S
1
4
5
6
7
8
9
10
11
12
13
14
15
16
17
19
20
21
22
23
25
26
27
28
29
30
31
32
33
34
35
36
Brogan
To Vale


1½" O-11 Oil Mat
4'
12'
12'
4'
2" Leveling Course
℄
17" Agg Base
0.04/ft
0.02/ft
0.02/ft
0.04/ft
4:1 Max
4:1 Max
0.02/ft
0.02/ft
23'
23'
46'
27'
4:1
Var
1½:1
4:1
1½:1
Var
4:1

2830

2840
2830
2820
2810
2800


FED. ROAD Div. No.
STATE
PRO NUM
8
OREGON
John Day
2820
340
2840
Ground line 15' Rt.
Ground line ℄
Ground line
B-#583A
336
337
338
339
340
341
342
343
344



22 x 37
Sagebrush Rangeland
Oregon
Ground Line 15' Rt.
Ground Line ℄
Ground Line 15' Lt.
338
339
340
341
342
343
344
345

					SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
8	OREGON				See Index

Br. #589A Dwg. #30820

B/U ~~8-15-78~~ ~~8-21-78~~

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 9-15-78

August 1, 1978
La Grande, Oregon

FROM: R. D. Hector by Bl
Region 5 Construction Engineer

TO: J. B. Boyd, Manager
Right of Way Section

SALEM

SUBJECT: Alternate Material Source
Brogan Hill-Brogan
John Day Highway
Malheur County
Prefix 23-1958

Property owner to get the permit.

We wish to set up an alternate material source for the Brogan Hill-Brogan Section. We have investigated the area and find that the alternate location is satisfactory.

The description of the site is W½SE¼NW¼ and NW¼NE¼SW¼ of Section 21, T. 15 S., R. 42 E., W.M. A haul road also to be constructed from the southwest corner of this area and then northerly to the highway. A sketch will follow.

Would you kindly direct your forces to negotiate an arrangement to acquire rights to mine this area as a quarry.

The bidding date for this project is October 26, 1978. It is important to move on this matter with a minimum of delay.

8-7-78

c Olson
Discussed w/ Olson and Watson - Watson will pick up sketch map when here this week - Wanted to know if he could delay job if this were to hold things up - No - R.H.

9-14-78
Is this clear w/County Planning Comm.

RDH:sh

cc Harold Brainerd
P. F. Burnett
Don English

cy - Vern - Will need a development plan et al.

Please take care of.
R. Hector

RECEIVED
AUG 08 1978
ENGINEERING SECTION

___ Versteeg
1 Christensen
___ George
2 Olsen
___ Turpin
Cc Sullivan
___ Scott
___ Savage

Group
Do Not File
Return To
Bring Up / /
Action

8880 5

Salem, Oregon
July 26, 1978

Lyle K. Watson
Lyle K. Watson
Design Engineering Supervisor

Brogan Hill-Brogan
John Day Highway
Malheur County

W. E. Schwartz,
Region 5 Engineer

The plans in hand review will be held in Resident Engineer Frank Burnett's office on Thursday, August 10, 1978, at 8:00 a.m.

The Region is reviewing an alternate prospective material source for this project.

Approximately 13,725 lin. ft. of guardrail with splice bolts, nuts and washers will be furnished by the state. These material will be available to the contractor at the Brogan Maintenance Yard, MP 254.6, John Day Highway. The contractor will be required to furnish the posts, blocks, long bolts, and nuts and washers.

1 Versteeg ✓
2 Christensen Don
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 27 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

LKW:ab
cc: R. D. Hector
Dave Carter, F.H.W.A.
M. D. Glenn
Jack Sullivan
L. L. Wallace
Fred Yarbrough

8880

DATE: February 23, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The surveys have been completed on the following projects:

Brogan Hill-Brogan Section
John Day Highway, Malheur County

Remote Section
Coos Bay-Roseburg Highway, Coos County

Monitor Road Jct. Section
Hillsboro-Silverton Highway, Marion County

Little Nestucca River-Neskowin Section
Oregon Coast Highway, Tillamook County

In order that the records be clear as to the official location of these facilities, your approval of the attached survey approval maps is requested. The work has been accomplished consistent with the governing regulations.

This matter will be on the Consent Calendar for your March meeting.

Att.

bc R. A. Burco
C. W. Head
F. B. Klaboe
D. H. Moehring
E. S. Hunter
J. H. Versteeg
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz
George Bell

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and to prepare route locations and highway designs on the following sections of State highways:

a. Remote Section of the Coos Bay-Roseburg Highway in Coos County,

b. Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County,

c. Brogan Hill-Brogan Section of the John Day Highway in Malheur County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the Transportation Commission public hearings were held in the community of Bridge on July 8, 1976, concerning the Remote Section; in Mt. Angel on September 22, 1977, concerning the Monitor Road Junction Section; and in Vale on July 20, 1976, concerning the Brogan Hill-Brogan Section, to present the Engineer's route locations and highway designs and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer, the transcripts of the testimony given at the public hearings, the views given by various governmental agencies, officials and advisory groups affected by the highway route locations and highway designs; and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Remote Section of the Coos Bay-Roseburg Highway in Coos County, the Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County, and the Brogan Hill-Brogan Section of the John Day Highway in Malheur County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

March 28, 1978

1a. That the route location and highway design as shown on the Engineer's map of the Remote Section of the Coos Bay-Roseburg Highway beginning at Highway Engineer's Station 824+00 approximately one mile west of Sandy Creek and extending in an easterly direction to Highway Engineer's Station 928+61.03 near Remote, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-654 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

1b. That the route location and highway design as shown on the Engineer's map as the Monitor Road Junction Section of the Hillsboro-Silverton Highway beginning at Highway Engineer's Station 2267+40 just west at the Monitor Road Junction and extending in a southerly direction to Highway Engineer's Station 2322+15 a distance of approximately one mile, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-657 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

1c. That the route location and highway design as shown on the Engineer's map as the Brogan Hill-Brogan Section of the John Day Highway beginning at Highway Engineer's Station 59+00 approximately eight miles west of Brogan and extending in an easterly direction to Highway Engineer's Station 536+40 in the community of Brogan which map for identification purposes bears Survey Design Approval Map File No. 1R-3-1465 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with limited access control.

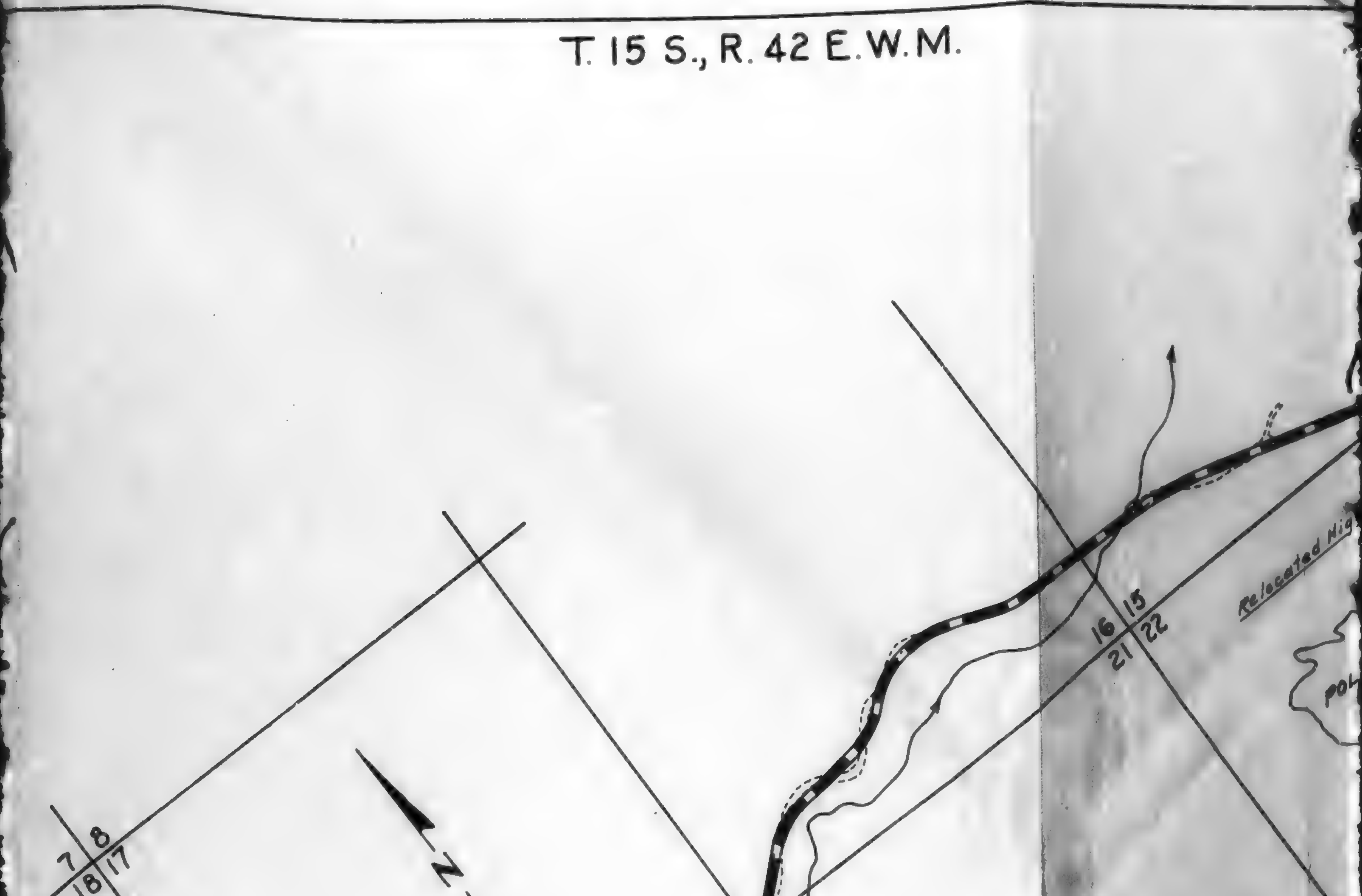
March 28, 1978

4. That this resolution be entered in the minutes and records of the Transportation Commission as of the 28th day of March, 1978, as "Highway Corridor and Design Resolution No. 427."

March 28, 1978

BEGINNING OF SURVEY
STA. 59+00
64+53.77 P.O.T. Bk. = EQU.
68+31.55 P.S. Ah
T.15S. R.41E.W.M.
T.15S. R.42E.W.M.
← To John Day
Existing Highway
Relocated Highway
11 12
14 13
12 7
13 18
7 8
18 17

8.03 Mi.


T. 15 S., R. 42 E.W.M.
7 8
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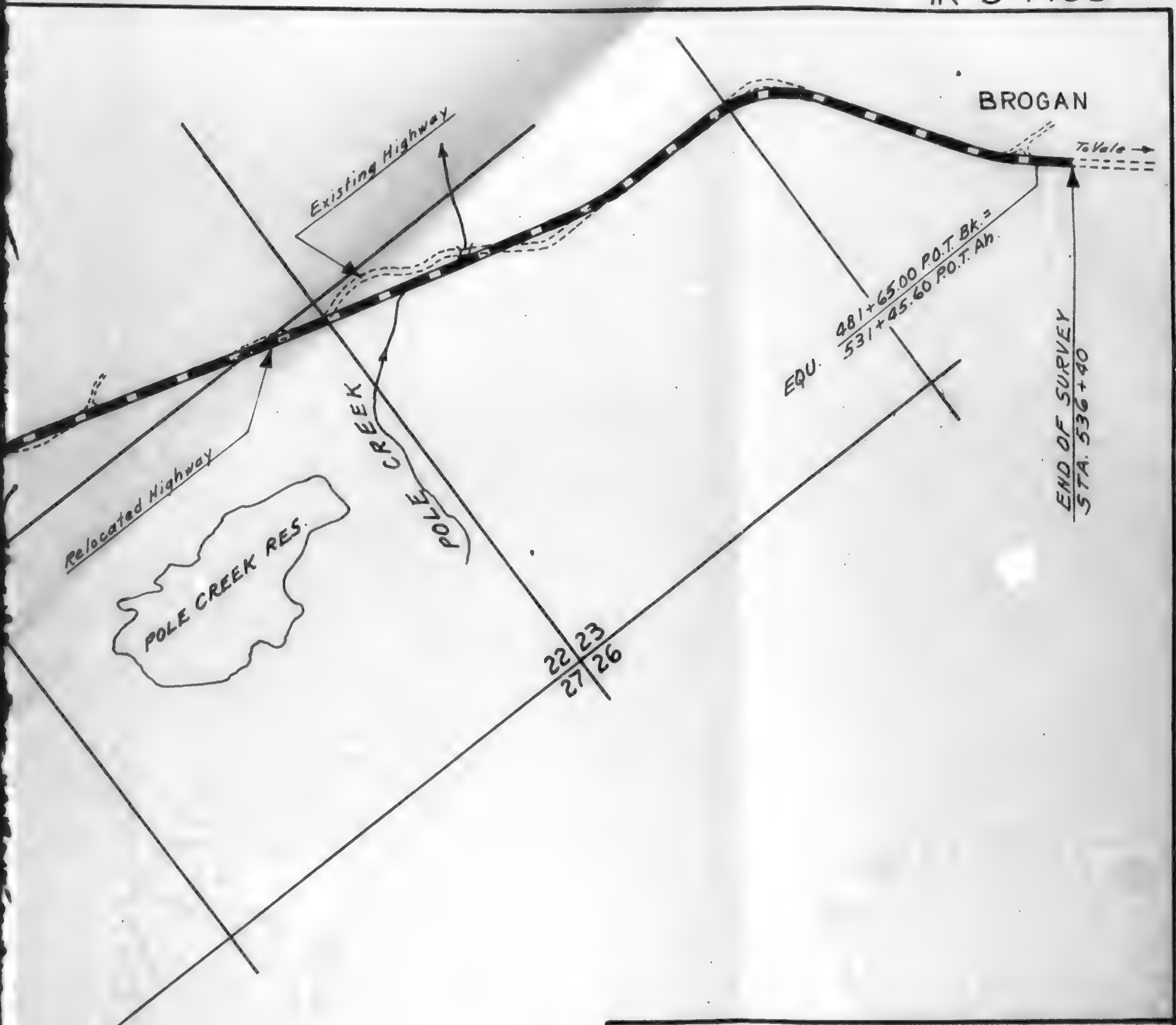
CANYON CREEK
Relocated Hig
POL
PUBLIC HEA
THROUGHWA
ACCESS CO
APPROVE

1R-3-1465


BROGAN
To Vale →
Existing Highway
Relocated Highway
POLE CREEK
POLE CREEK RES.
EQU. 481+65.00 P.O.T. Bk. = 531+45.60 P.O.T. Ah.
END OF SURVEY
STA. 536+40
22
23
27
26

OREGON STATE HIGHWAY DIVISION
SURVEY APPROVAL MAP

BROGAN HILL-BROGAN SEC.

JOHN DAY HIGHWAY
MALHEUR COUNTY

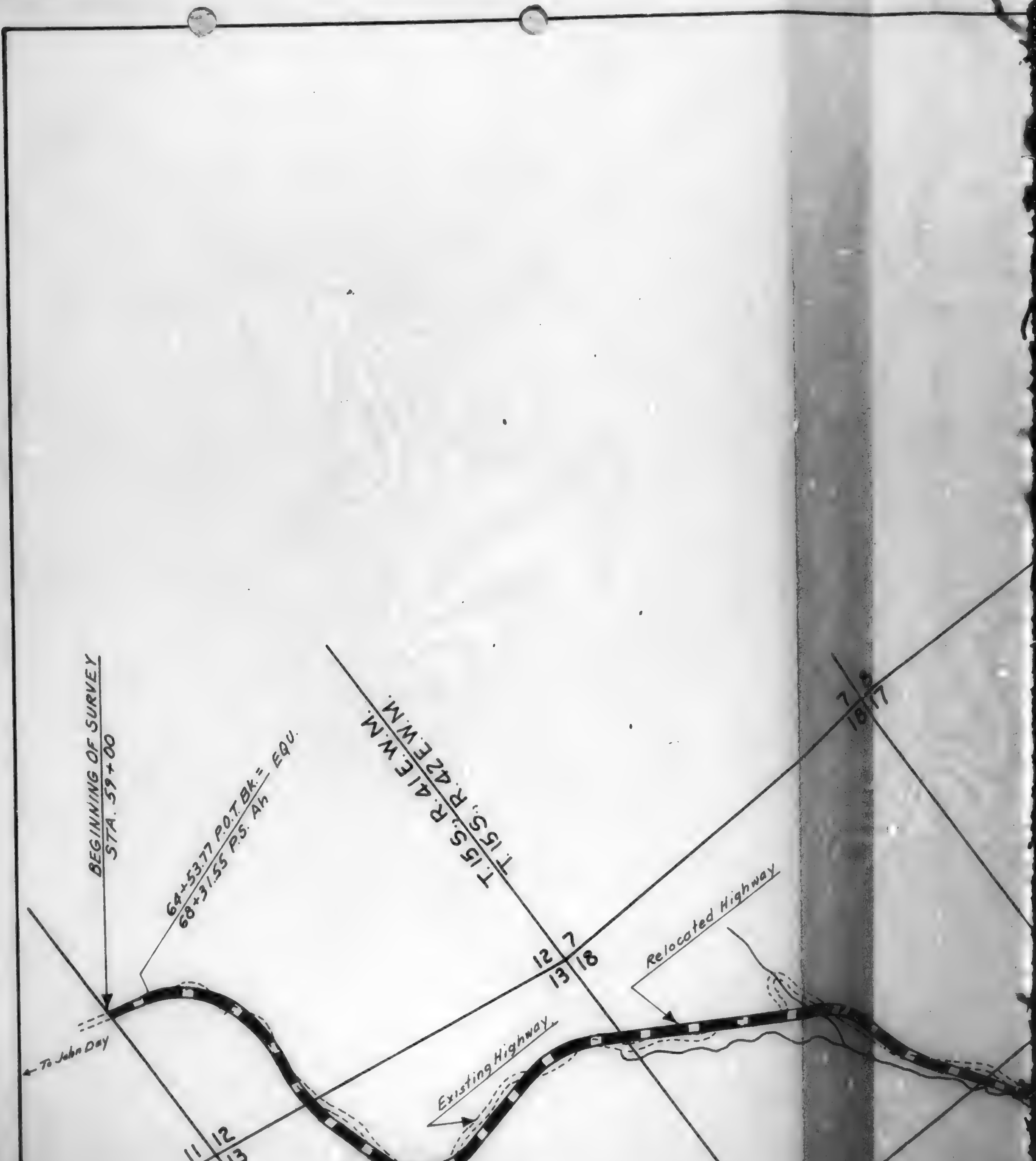
SCALE: 1" = 1700' ±
DATE: Feb., 1978

FOR DETAILS SEE DRG. NO.'S 9B-15-22 & 9B-15-23

PUBLIC HEARING .... July 20, 1976
THROUGHWAY RESOLUTION .... None Required
ACCESS CONTROL .... Limited

APPROVED: 2-16, 1978

MGR., OFFICE OF TECHNICAL SERVICES


BEGINNING OF SURVEY
STA. 59+00
64+53.77 P.O.T. BK. = EQU.
68+31.55 P.S. Ah
T.15 S. R. 41 E. W.M.
T.15 S. R. 42 E. W.M.
← To John Day
Existing Highway
Relocated Highway
11
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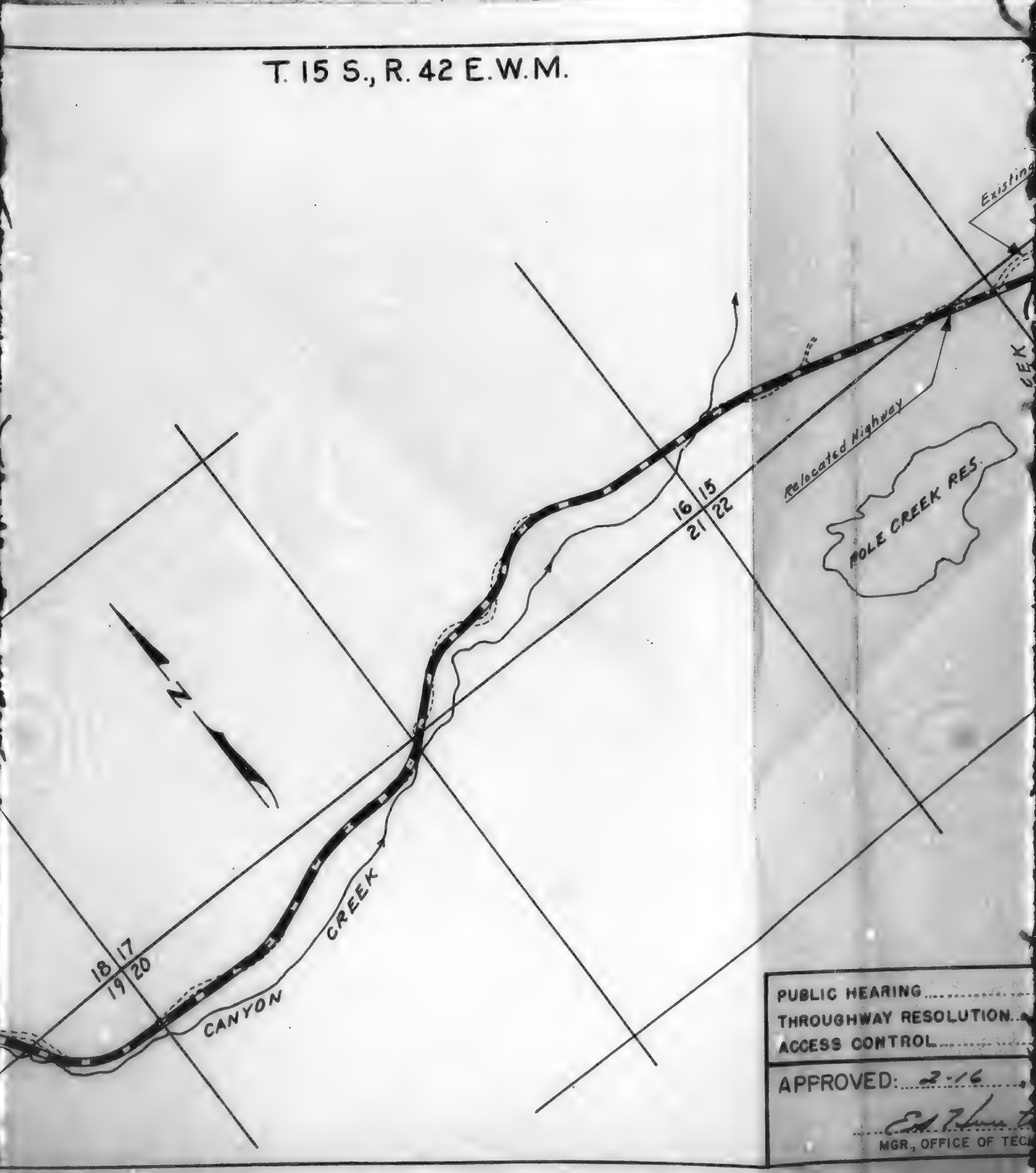
18
17

8.03 Mi.

T. 15 S., R. 42 E.W.M.

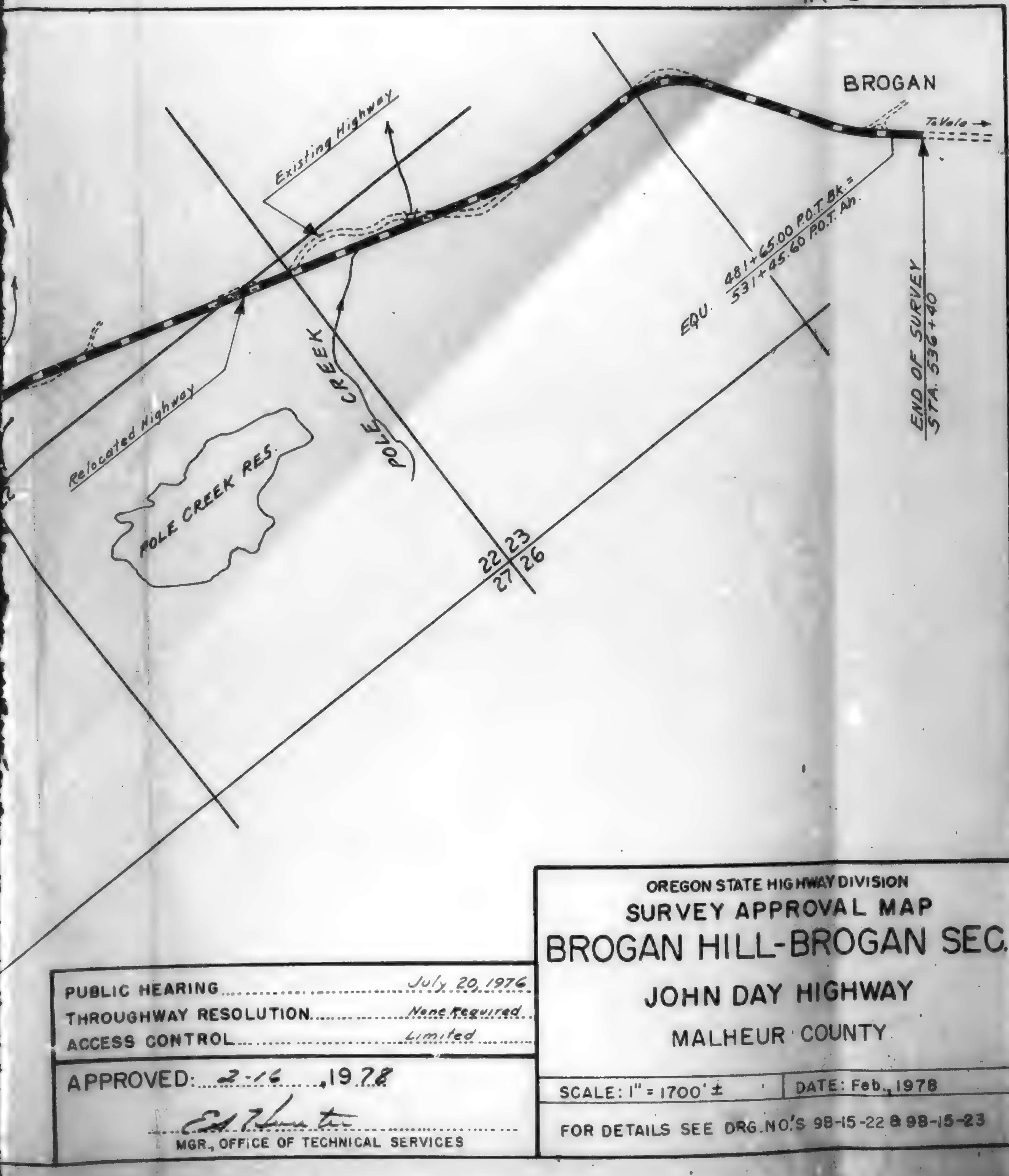

N
18 17
19 20
16 15
21 22
CANYON CREEK
Relocated Highway
Existing
POLE CREEK RES.
CEK

PUBLIC HEARING..........
THROUGHWAY RESOLUTION..
ACCESS CONTROL..........

APPROVED: 2-16

MGR., OFFICE OF TEC

1R-3-1465


BROGAN
To Vale
Existing Highway
Relocated Highway
POLE CREEK
POLE CREEK RES.
EQU. 481+65.00 P.O.T. Bk. = 531+45.60 P.O.T. Ah.
END OF SURVEY
STA. 536+40
22
23
22
27
26

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

BROGAN HILL-BROGAN SEC.

JOHN DAY HIGHWAY

MALHEUR COUNTY

SCALE: 1" = 1700' ±

DATE: Feb., 1978

FOR DETAILS SEE DRG. NO.'S 98-15-22 & 98-15-23

PUBLIC HEARING........ July 20, 1976

THROUGHWAY RESOLUTION........ None Required

ACCESS CONTROL........ Limited

APPROVED: 2-16, 1978

MGR., OFFICE OF TECHNICAL SERVICES

8880

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-29-78

FEDERAL AID PROJECT NO.: 17(2)

STATE PROJECT NO.: See Below

COUNTY NAME: Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: RF-97

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1-24-78

FEDERAL ROUTE NUMBER: Primary 5

STATE ROUTE NUMBER: Primary 5

GENERAL LOCATION:

"Brogan Hill - Brogan Section"

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify): Program Change, add Archeological Salvage. TEC NTE $8,590, F.F.$7,370

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 3, 1978, this will confirm the advance authorization of Mr. Kappus to proceed with Archeological salvage on the subject project.

Signed copy of authorization is attached.

NOTED
B. KLABOE

DATE: 3-29-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5880 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 20, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project No. RF-17(2)
Brogan Hill-Brogan Section
Malheur County

FROM : Mr. G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

As requested in Mr. Versteeg's letter of March 6, 1978, I concur that it is in the public interest to use the State furnished material including transportation costs on the subject project.

G. L. Green

NOTED
E. S. HUNTER

cc:
ODOT (D. O. Christensen, Final Des Engr)

RECEIVED
TECHNICAL SERVICES
MAR 21 '78
REFER TO
FOR

Info	Inve.	R/D	[illegible]	Sign	Act	[illegible]

8880

/ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 07 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

March 6, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Brogan Hill-Brogan
John Day Highway
Malheur County

We are requesting a finding in the public interest for the State to furnish the following items on the subject section:

State furnished guardrail members, including splice bolts, nuts and washers--15,475 lin. ft. at 0.12 = $1,857.00

Transportation costs--$500.00 lump sum

This material has been purchased from previous projects. Credits have been made to previous projects and charges will be made to the subject project at the above listed amounts. The State Maintenance forces will deliver the above items from the Huntington Maintenance yard to the Brogan Maintenance yard at milepoint 254.6, John Day Highway.

The contract specifications will require the contractor to use these materials and require him to furnish new posts, blocks, long bolts, washers, nuts, etc. Also, the rail members are to be cleaned and existing paint removed.

We feel it is in the public interest to use these products to conserve State funds previously expended as well as conserving energy by using previously produced materials.

Very truly yours,

J. H. Versteeg
Engineering
By:

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

RECEIVED
TECHNICAL SERVICES
MAR 9 '78
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

DOC:ab
cc: D. H. Moehring C. T. Keasey D. E. Swan L. K. Watson

3880

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 - 4 - 78

		FEDERAL AID PROJECT NO. RF-17(2)
		STATE PROJECT NO. See Below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Malheur
	ITEM NO. RF-97	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	11-23-77	Primary 5
		STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

"Brogan Hill-Brogan Section"

GENERAL DESCRIPTION OF WORK:

Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ XX OTHER (Specify) Archeology Study

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-9-77 letter, this will confirm the verbal authorization of Mr. Kappus to proceed with archeology studies for the subject project TEC NTE $750. F.F. $643.

A signed copy of authorization is attached.

NOTED
F. B. KLABOE

1-10

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-4-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 22, 1977

FROM: George C. Wills George C. Wills
Field Location Engineer

SUBJECT: Brogan Hill-Brogan Section
John Day Highway
Malheur County

TO: FILE

Archaelogical site 35ML203 is located within the proposed construction area of the subject project. Investigation for relocation of the center line in order to avoid the area is costly. Additional embankment volumes and drainage structures would increase project costs about $100,000.

Some increase in environmental impact could also be experienced, since the alternate alignment would encroach on the existing channels for drainage of the area and would also remove several acres of hay land from production.

Preliminary estimates on salvage and special protection of the remaining area are $8,000 and $2,000 respectively. It is anticipated that the salvage can be completed during the spring vacation period at the University of Oregon. That timing would not conflict with the current August letting date.

Project plans and specifications will require a protective cover at least one foot deep of common material free of large particles (4" max. size) over the area defined by the exploration. The tentative area is about 1800 square yards which would require about 600 cubic yards of material. Satisfactory material appears to be available from cuts within a two-mile haul from east of the site.

GCW:mc

cc E. S. Hunter ✓
J. H. Versteeg
Gary A. Potter
W. E. Schwartz

RECEIVED
TECHNICAL SERVICES
DEC 23 '77
REFER TO
Potter — 12-29-77
FOR
Info | Inve | R/D | D/R | [illegible] | [illegible]

Please schedule the University crew.

8880 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 10-31-77 9

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID [illegible]
F-88-3(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80028

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	10-31-77	Primary 88
		STATE ROUTE NUMBER
		Primary 5

GENERAL LOCATION:
"Brogan Hill - Brogan Section"

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's Letter of 10-26-77, you are authorized to proceed with the actual acquisition of right of way as outlined on R/W Maps 9B-15-22 and 9B-15-23 at a TEC NTE $75,000 - F.F. $64,350. This authorization is with the understanding that R/W descriptions will exclude lands within the existing right of way. Federal funding for any payment of lands withing the existing highway R/W must be approved on an individual basis.

Federal participation is limited to that right of way incorporated in the final location.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-31-77	G. R.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8880

9

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

3-28-77

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RF-17(2)

ST E PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-97

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO Susan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-28-77

FEDERAL ROUTE NUMBER Primary 5

STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

"Brogan Hill-Brogan Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $9,000 - FF $7,700
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-7-77 letter, you are hereby granted location/design approval and you are authorized to proceed with the work as shown above.

DATE 3-28-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8880

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon 97850

July 9, 1976

ETM

FROM: E. Thomas Martin, III
Right of Way Agent

TO: Verne A. Allen
Regional R/W Supervisor

SUBJECT: Liaison Report
Brogan Hill-Brogan
John Day Highway
Malheur County

LA GRANDE

Attached is a Liaison Study of the Brogan Hill-Brogan Section of the John Day Highway, performed at your request.

Please note that files are established only to the point on the line where the project reaches the town of Brogan. Please refer to Special Note (page 4) for explanation.

ETM/nmb
attachments

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MAP AND NOTES OF PROPERTIES IN BROGAN 100-102

GENERAL STATEMENT

PURPOSE OF PROJECT

The project is designed to improve highway user safety. Several horizontal and vertical curves will be decreased, thereby increasing sight distance. In general, the project would upgrade the existing facility to modern highway standards.

ENVIRONMENT, SOCIAL, AND ECONOMIC CONSIDERATIONS

The project extends between mile posts 246.7 and 254.6 running generally west to east. The project requires approximately 119 acres of grazing and agricultural land, approximately 19 of which is irrigated.

The highway crosses two intermittent streams, Canyon Creek and Pole Creek; rechanneling of Canyon Creek for about 800 feet is necessary. Impact of the channelization would be minimal.

It appears that the proposed highway realignment and construction will not create a significant adverse impact on the environment; visual amenities will not be diminished as a result of construction.

Land ownership is virtually all private; no public land will be affected. All persons interviewed by this agent expressed favorable attitude towards the project. The residential density is very low, the unincorporated community of Brogan serving the estimated 50 residents.

As a result of the project, it appears that:

a) Land use will not change.

b) The economic status of the area would not change.

c) Traffic patterns are not anticipated to change.

d) The county would have a small decrease in the tax base as a result of land acquisition.

e) Environmental and visual amenities would not be decreased.

ACCESS

Access on the proposed project will be limited. All public roads are to be connected to the facility, and sufficient access will be provided each abutting property. I have discussed access with each owner. Please see access list for determinations.

PUBLIC UTILITIES

The project will require movement of utility poles belonging to Idaho Power Company and Malheur Home Telephone Company. The Region V Utilities Engineer has been made aware that such re-establishment will be involved.

FENCING

According to the directions on the map supplied to this office, the plans are to construct Type II fencing along both perimeters of the right of way the entire length of the project. My calculations reveal a total of 4775 rods required along the line. This determination does not account for areas where guard rails are to be installed or other areas where fencing may not be required.

According to the Region Engineer's Office, the current rate for Type II fence is $28.00 per rod. Thus, the maximum cost for fencing is:

4775 rods x $28.00 = $133,700.00

During my interviews with each of the owners, I inquired as to their wishes regarding the fencing. None of the grantors is willing to do the fencing themselves. Also, each owner expressed a desire for four-strand barb wire fencing, esentially the same as they have presently. In my opinion, Type II fencing is a luxary item and the extra expense can not be justified. The maximum cost for Type I fencing would be approximately $64,500.00.

EASEMENTS

Six easements have been indicated on the map by the Locating Engineer:

1) A temporary easement to construct an irrigation pipe will be necessary between stations 450+00 and 454+25 (left). This encompasses approximately 0.29 acre.

2) A temporary easement will be necessary to re-establish an irrigation ditch between stations 432+40 and 434+60 (left). This easement, thirty feet wide, is approximately 0.15 acre.

3) A third temporary easement will be required between stations 418+50 and 427+90 (left), thirty feet wide, to construct an irrigation ditch. The area involved is approximately 0.65 acre.

4) Between stations 408+30 and 415+00 (left) a temporary easement is needed to re-establish an irrigation ditch. Thirty feet wide, this easement is 0.53 acre.

5) A permanent easement to construct a channel change for Pole Creek will be necessary between stations 389+00 and 406+00 (right). The easement is fifty feet wide and encompasses approximately 1.91 acres.

6) The last easement is a temporary easement to construct a channel change between stations 204+50 and 208+00 (right). The area involved is 0.56 acre.

IMPROVEMENTS WITHIN THE TAKING

The following improvements are located within the proposed right of way.

ENGINEER STATION	TYPE	OWNER
328+00	Corral	McDaniel
336+50	Corral	McDaniel
427+90 to 428+90	Landscaping	Blackburn
429+30 to 432+00	Trees	Mayhall

SIGNS

There are no existing signs along the project line.

DAMAGES

See Liaison Estimate of Right of Way Cost for files 6 and 7.

RELOCATION

A mobile home is located within the path of the proposed acquisition at station 396+80 (approximate). This mobile home will have to be moved approximately 100 feet.

LEAD TIME

Lead time is established at 6 months from the time the Region Right of Way Office, La Grande, receives authorization and descriptions.

SPECIAL NOTE

This report is complete only from station 65+70 (westerly end of project) to station 461+00. The remainder of the project (station 461+00 to 481+65) is within the unincorporated community of Brogan; due to the lack of information regarding the property ownerships, I have had to assume several factors.

I have included on the cost estimate and access determination sheets an estimate of value for the land involved and access points deemed necessary to sufficiently serve the properties, respectively.

According to County Assessors plat maps, only three ownerships are involved in this area:

1) Francis and Joan Domby (station 461+00 to 467+80). The proposed acquisition involves approximately 8000 square feet (0.18 acre).

2) M. J. Vilsmeyer (station 467+80 to 477+00). The proposed acquisition involves approximately 11,000 square feet (0.25 acre).

3) Robert E. Mayhall (station 477+00 to 481+65). The proposed acquisition involves approximately 5575 square feet (0.13 acre).

There does not appear to be any consequential damages to any of the properties caused by the project. However, if additional area is necessary, damages may result in the following three places.

1) Station 472+80 to 474+00 (left) - A warehouse could be affected by acquisition in this location.

2) Station 473+80 (right) - Two gas pumps are located here and the proposed acquisition comes dangerously close to the pumps. I do not believe that the underground tank serving the pumps will be affected.

3) Station 475+00 (right) - The proposed right of way line falls about only ten feet from a house located at this station. If the line is as shown on the map, damages may result; however, I have assumed that no damages will result.

Please refer to pages 100 through 102 of this report for clarification of the above remarks.

GEOTHERMAL LEASES

Gulf Oil has acquired 20-year leases, due to expire in the 1990's, on three properties involved in this project. Files 1, 2, and 3 are all subject to these geothermal leases and quitclaim deeds for the areas of acquisition will be necessary to complete the acquisition process.

SPECIAL NOTE

This report covers only from station 65+70 (beginning of the project) to 461+00. The remainder of the project (stations 461+00 to 481+65) is within the unincorporated community of Brogan and lack of information regarding the property ownerships has not permitted a thorough breakdown.

I have included on the cost estimate and access determination sheets an estimate of value for the land involved and access points deemed necessary to serve the properties, respectively.

I believe that the land which will be necessary to acquire to complete the project is owned by three individuals who are grantors for other files (Vilsmeyer, Mayhall and Dombie - lessee of files 6 and 7).

If necessary, the information needed to complete this area can be gathered and submitted as supplemental to this report.

GEOTHERMAL LEASES

Gulf Oil has acquired 20-year leases on three of the properties involved in this project. Files 1, 2, and 3 are all subject to these geothermal leases and quitclaim deeds for the areas of acquisition will be necessary to complete the acquisition process.

ACCESS LIST

The following accesses were determined through discussions with the owners with the exceptions of files 6, 7, and 9. Accesses for files 6 and 7 are located between stations 425+10 and 429+70. The accesses for file 9 were discussed with the present lessee.

STATION	SIDE	ACCESS WIDTH	APPROACH WIDTH	TO BE CONSTRUCTED BY
118+00	Right	16'	22'	State
144+85	Left	16'	35'	State
149+50	Right	16'	35'	State
150+00	Left	16'	35'	State
163+00	Left	16'	35'	State
182+50	Right	16'	35'	State
186+00	Left	16'	35'	State
186+00	Right	16'	35'	State
220+30	Right	16'	35'	State
235+15	Left	16'	35'	State
235+35	Right	16'	35'	State
278+00	Left	16'	35'	State
306+00	Right	16'	35'	State
306+00	Left	16'	35'	State
314+10	Right	20'	35'	State
328+60	Left	16'	35'	State
335+00	Left	16'	35'	State
338+55	Left	16'	35'	State
360+00	Right	16'	35'	Grantor
367+00	Right	16'	35'	State
377+00	Right	16'	35'	State
389+50	Right	16'	35'	State
397+00	Left	16'	35'	State
403+50	Left	16'	35'	State
403+50	Right	16'	35'	State
408+00	Left	16'	35'	State
408+00	Right	16'	35'	State
416+00	Right	16'	35'	State
425+10	Left	16'	35'	State
427+60	Left	16'	35'	State
428+00	Left	16'	35'	State
429+00	Right	16'	35'	State
429+70	Right	16'	35'	State
430+10	Left	16'	35'	State
432+60	Left	16'	35'	State
442+55	Left	16'	35'	State
442+55	Right	16'	35'	State
449+25	Left	16'	35'	State

The following additional accesses are within the town of Brogan and have not been discussed with the prospective grantors.

STATION	SIDE	ACCESS WIDTH	APPROACH WIDTH	TO BE CONSTRUCTED BY
464+30	Right	16'	35'	State
472+90	Left	16'	35'	State
473+60	Right	20'	35'	State
474+40	Right	16'	35'	State

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Brogan Hill-Brogan Section
John Day Highway
Malheur County

ESTIMATE OF COST OF R/W ACQUISITION

NAME	FEE	EASEMENT	IMPROVEMENT	DAMAGES	TOTAL
Burkhardt	$ 7,400.00	$ 50.00			$ 7,450.00
McDaniel	3,365.00				3,365.00
Vilsmeyer	187.00				187.00
Jones	4,230.00	241.00			4,471.00
Jones	50.00				50.00
Yerkes	1,455.00	50.00		$ 84.00	1,589.00
Blackburn	240.00		$500.00	1,000.00	1,740.00
Mayhall	500.00		200.00		700.00
Jet T Inc.	400.00				400.00
In Brogan	700.00				700.00
TOTAL	$18,527.00	$341.00	$700.00	$1,084.00	$20,652.00

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Harry and Hilda Burkhardt
File No. 1
Address 1124 S.W. 6th Avenue, Ontario, Oregon 97914
Line Designation
Phone 889-6132
Section Brogan Hill-Brogan
Contract Purchaser None
Address N/A
Highway John Day
Phone
Lessee None
County Malheur
Address N/A
Limits of Acquisition:
Total Area 4288 acres Acquisition Approx. 76.66 ac. Sta. 65+70 Sta. 273+90
Remainder Right 3460+ acres Left 750+ acres
Date of Report July 7, 1976

Nature of property acquired: Mostly class VII range land. Very small amount of irrigated hay and rye.

How does acquisition affect balance of grantor's property? No effect on operation of remainder.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control.

Fencing: ☒ Contains Livestock ☐ Does Not Contain Livestock

☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):

Gravity siphon to provide water for cattle, left side, station 152+00

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Range	Approx. 71.16	$50.00	$3,550.00
Improvements:	Irrigated crop	Approx. 5.5	$700.00	3,850.00
Damages:	Construction easement	Approx. 0.58	$50.00	50.00

Total Real Property Estimate $7,450.00

Moving Estimate: $
Additive Estimate: $
Incidental's Estimate: $
Demolition Estimate: $

E. Thomas Martin III
Liaison Agent
E. Thomas Martin, III/nmb

E-631 7/1/73
Dist. - Salem, District File [Ref. 16]

The property consists of over 4000 acres, most of which is class VII range land. Between stations 222+40 and 274+00 (right) there are several acres of irrigated hay and rye.

The taking consists of approximately 76.66 acres, 5.5 acres of which are irrigated. The majority of the taking is along the present fenceline adjacent to the existing pavement. Several acres near the horseshoe turn (station 171+00 to 177+00) deviate from the present highway rather drastically, but no damages result from this proposed alignment.

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White

☒ Liaison ☐ Appraisal ☐ Other________

☐ Acquisition ☐ Relocation ☐ Property Mgmt.

☐ Other________

File No. 1

Last Name BURKHARDT

Section Brogan Hill-Brogan

Name Harry & Hilda Burkhardt

Address 1124 Sixth Ave., Ontario, Oregon 97914

Area of Taking Approx.

Amount Approved $

☐ Dwelling ☒ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Documents Delivered:	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion

6/30/76

NOTE: Mrs. Burkhardt has re-married.

Mrs. Hilda Marquis
Mr. Marquis
Tom Martin

I told Mr. and Mrs. Marquis that I was doing a preliminary study on the proposed project and wished to determine if there would be any problem areas along the route through their land.

Mr. and Mrs. Marquis said that there were only a couple of things to be noted.

The most important point is the location of a water pump and trough to feed cattle on the north (left) side of the highway at Station (approximate) 152+00.

There now exists a gravity siphon to provide water for cattle above the road (left, north). The centerline of the proposed alignment passes through the spot where the siphon is located. Mr. Marquis stated that the siphon could be moved 15 to 20 feet and still function; if that is not feasible, an electric pump will be necessary. Mr. Marquis prefers the gravity siphon because there would be no upkeep or worry if the electricity went out.

Mrs. Marquis signed the access determination list. One question is that the terrain after construction may not permit accesses at Stations 186+00 left and right. If so, the accesses would be re-established at a different point up to Station 190+00.

I estimated the total area of the proposed acquisition to be 76.66 acres. I explained that I may not be accurate but that estimate should be close.

Mr. and Mrs. Marquis appeared to favor the project and stated that they had no oblection to the project as proposed.

I apprised them of the scheduled hearing July 20 and said I hoped I might see them there.

ETM/crp

10 By E. Thomas Martin III
Right of Way Agent
E. THOMAS MARTIN III

FORM 81-734-3708

Use reverse side (tumblehead)

LAND SERVICE ECONOMIC EVALUATION REPORT
INDIVIDUAL PROPERTY

Owner Harry and Hilda Burkhardt File No. 1

Section Brogan Hill-Brogan Highway John Day

For construction of Installing water pump and 1-inch water line to provide water for cattle.

(Identify and describe proposed land service appurtenance; e.g., 6-by-8-foot cattle pass, 68-foot length.)

Acreage in taking Approx. 76.66 acres

Additional area necessary for land service zero

Area served by land service 550+ acres

Location of proposed construction

Sta. 152+00 to Sta.

A. Estimated cost without land service. (See attached breakdown.)		
Initial taking necessary for highway right of way	$ 7,450.00	
Damages without proposed land service (explanation & computation on reverse)	27,500.00	
Total		$34,950.00
B. Estimated cost with land service provided. (See attached breakdown.)		
Construction cost of land service (signed engineer's est. attached)	800.00	
Initial taking	7,450.00	
Additional taking or easement necessary to accommodate land service facility	-0-	
Damages with proposed land service (explanation & computation on reverse)	-0-	
Total		$ 8,250.00
Additional cost of providing land service, or		$
Saving derived from providing land service		$26,700.00

July 7, 1976
Date

E. Thomas Martin III
Liaison Agent
E. Thomas Martin, III/nmb

Rev. 12/26/67 ab

The damages without the land service facility amount to $50.00 per acre for 550 acres. Grantor presently has a gravity siphon to provide water for his cattle on the left (north) side of the road. The water is siphoned from below the road up a very steep grade approximately 240 feet.

The proposed centerline for the new alignment runs directly through the siphon and trough and if it is possible to move this so it will continue to function, this land service facility is unnecessary. However, the State will be obligated to re-establish the means of providing water for the cattle. If the siphon could be moved, Grantor would so prefer, rather than supplying an electric pump.

File No. 1

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

Station	Side	Access Width	Approach Width	To Be Constructed By
118+00	RIGHT	16'	22'	STATE
144+85	LEFT	16'	35'	STATE
149+50	RIGHT	16'	35'	STATE
150+00	LEFT	16'	35'	STATE
163+00	LEFT	16'	35'	STATE
182+50	RIGHT	16'	35'	STATE

Hilda L Burkhardt Marquis

Property Owners

E. Thomas Martin, III
Liaison Agent

Resident Engineer

Regional Engineer

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File No. 1

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

Station	Side	Access Width	Approach Width	To Be Constructed By
186+00	LEFT	16'	35'	STATE
186+00	RIGHT	16'	35'	STATE
220+30	RIGHT	16'	35'	STATE
235+15	LEFT	16'	35'	STATE
235+35	RIGHT	16'	35'	STATE

Hilda L Burkhardt Marquis

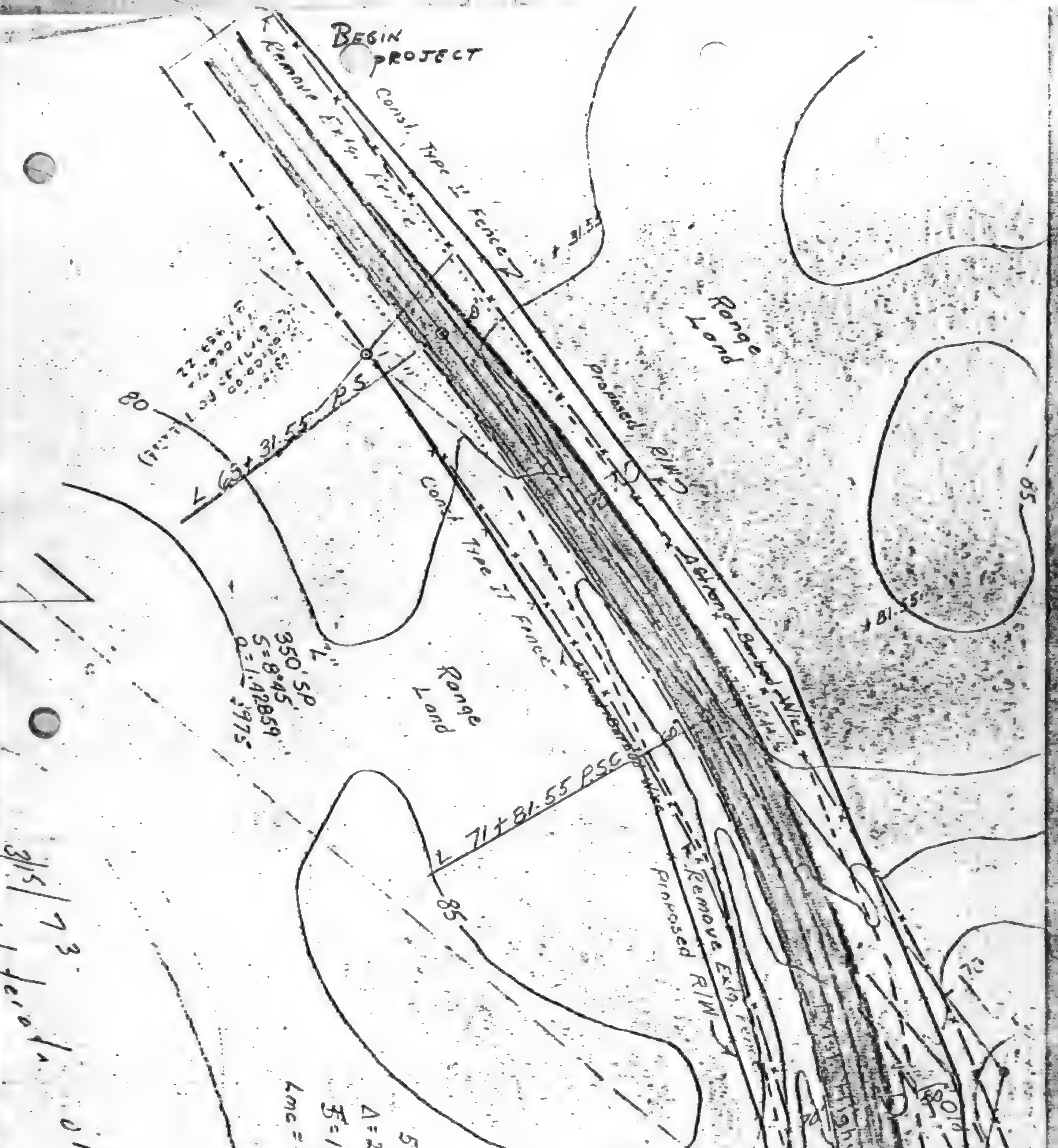
Property Owners

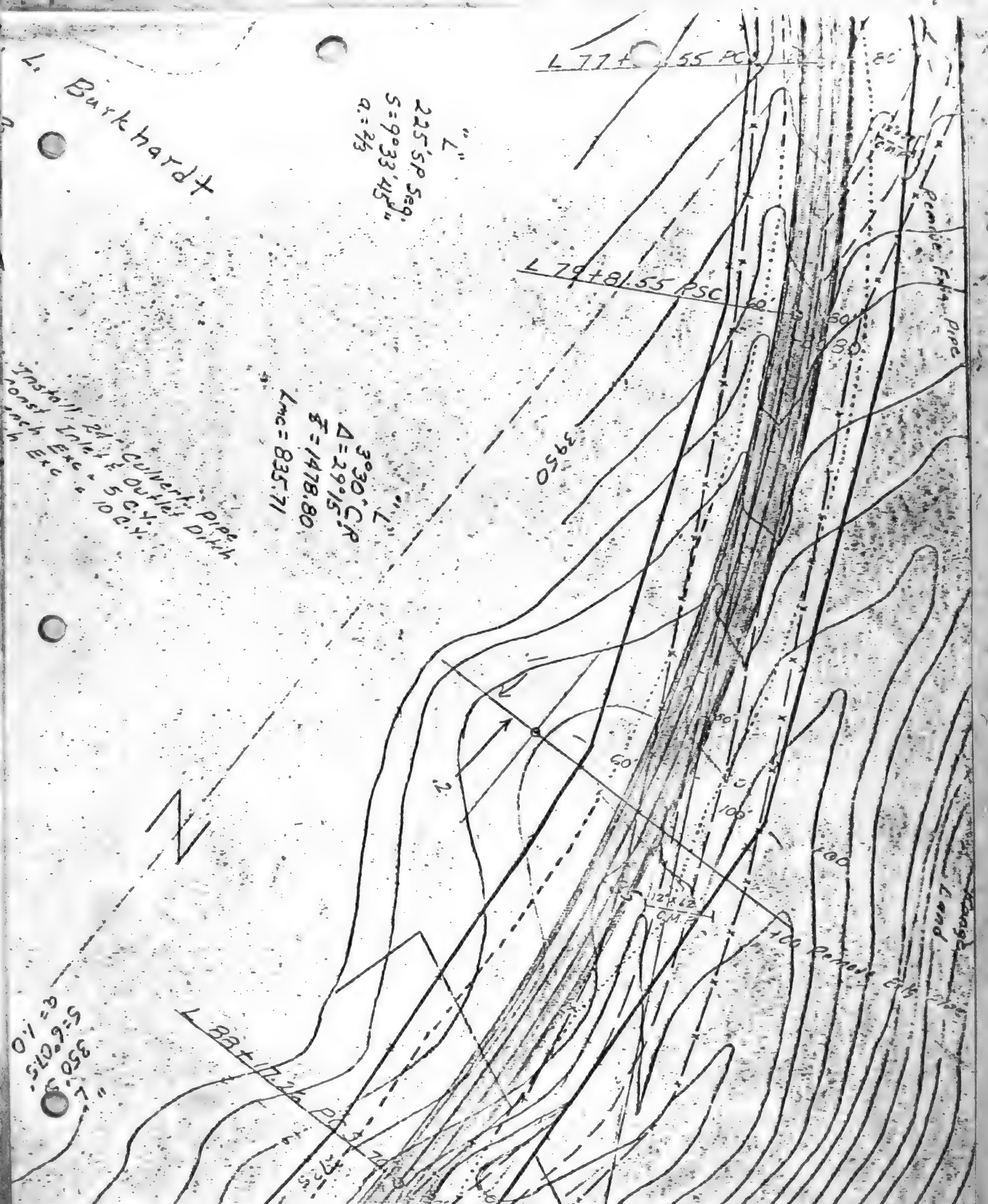
E. Thomas Martin, III
Liaison Agent

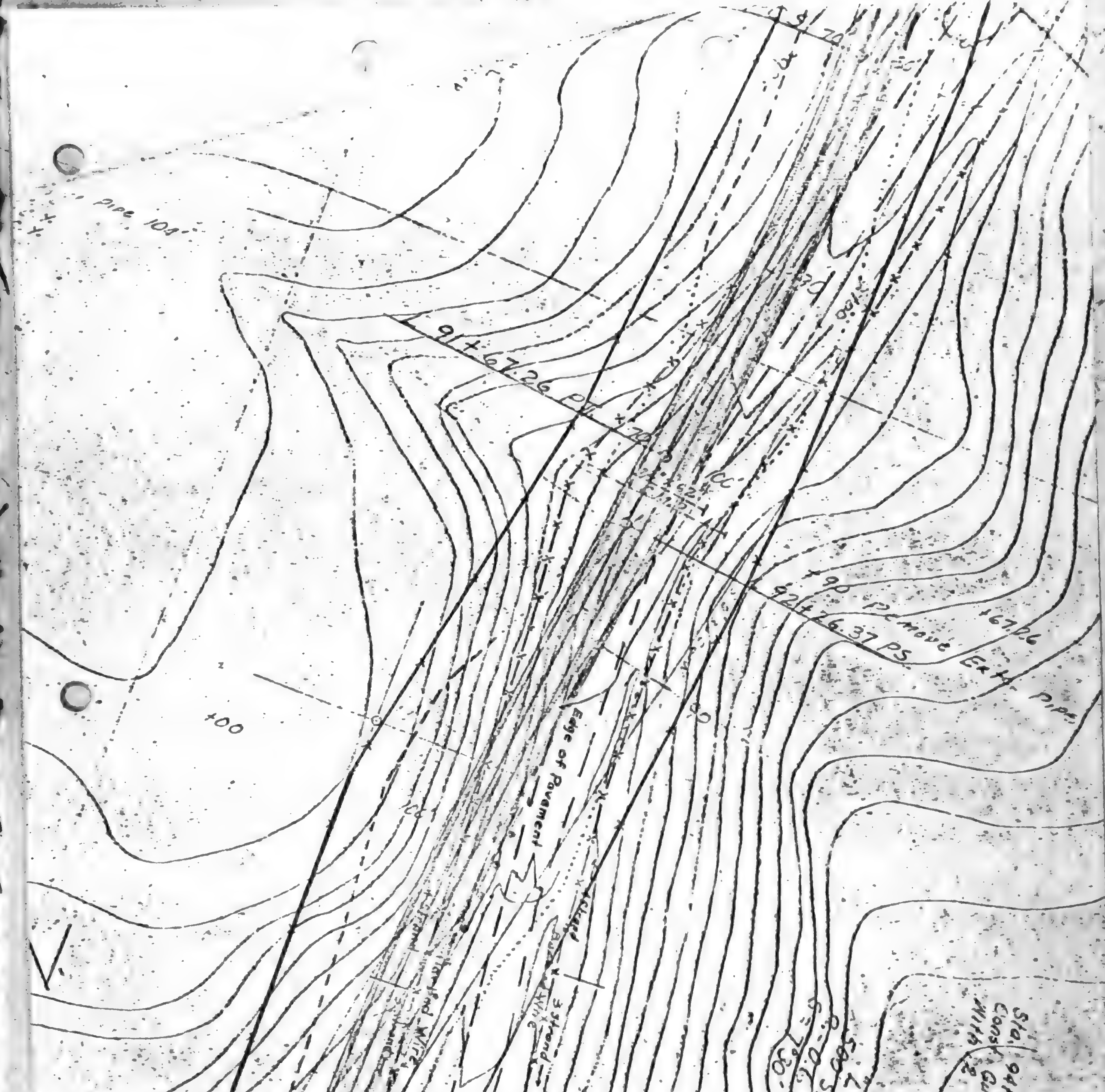
Resident Engineer

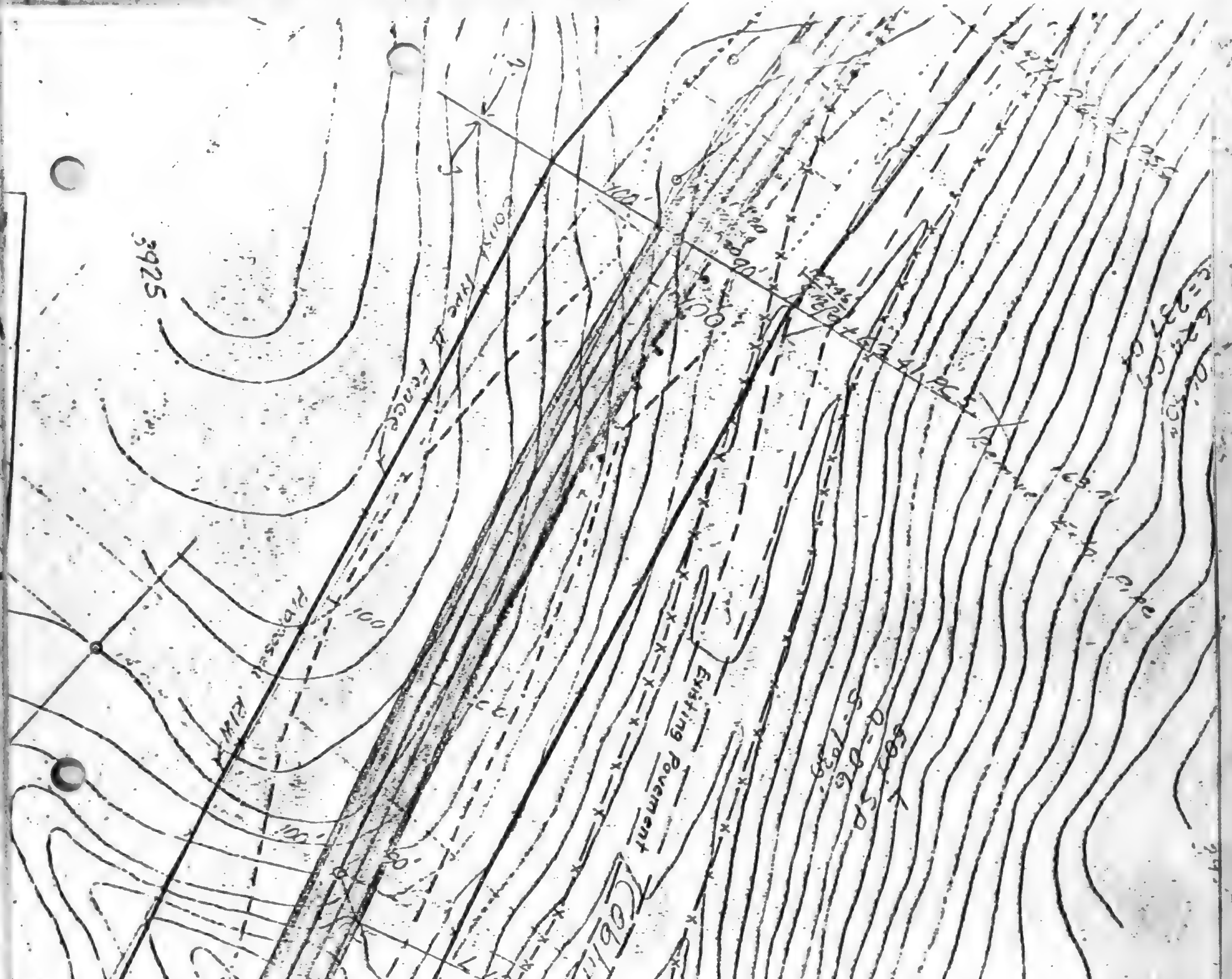
Regional Engineer

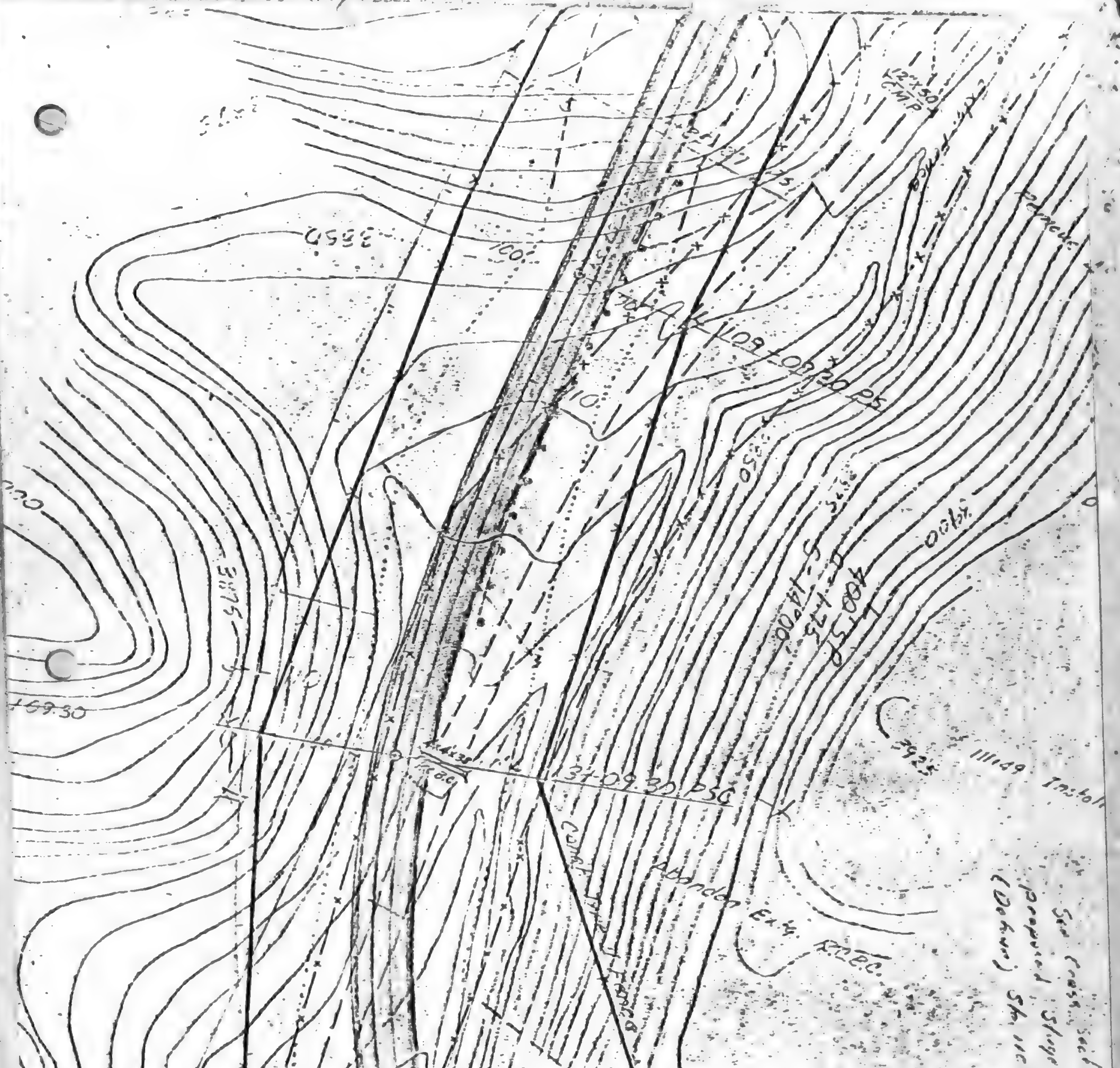
14

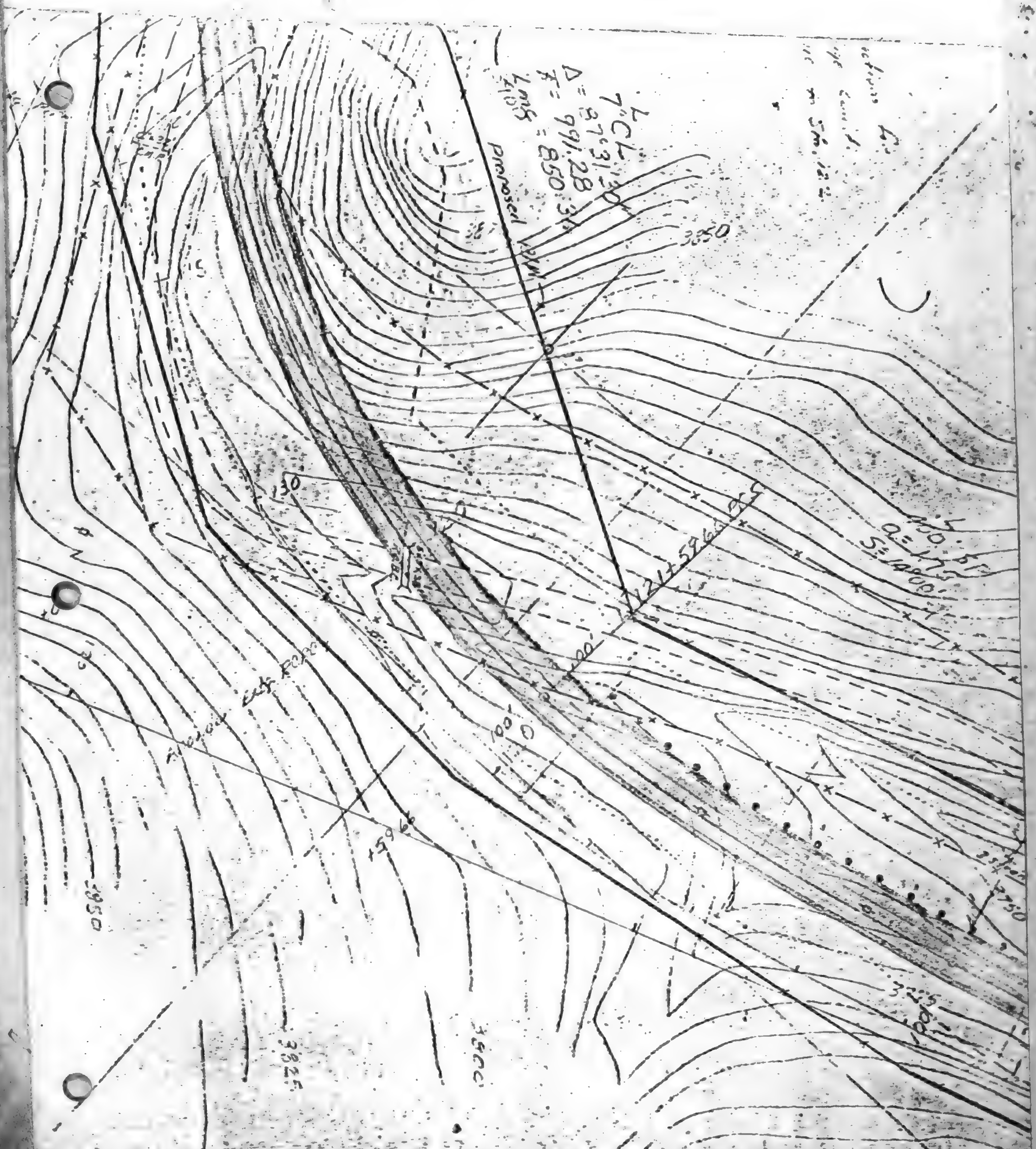

BEGIN PROJECT
Remove Exist. Fence
Const. Type II Fence
+31.55
Range Land
Proposed R/W
P.S.
L 65+31.55 P.S.
80
"L"
350' SP
S=8°45'
Q=1.42859
3975
Const. Type II Fence
Proposed R/W
Remove Exist. Barbed Wire
Range Land
85
+81.55
L 71+81.55 P.S.C.
85
Proposed R/W
Remove Exist. Fence
"L"
5° CR
Δ=28°45'
T=1293.94
Lmc=575.00
100
80
3975
Exist. Highway
Orig. Hwy. (Abandoned)
80
15
3/5/73

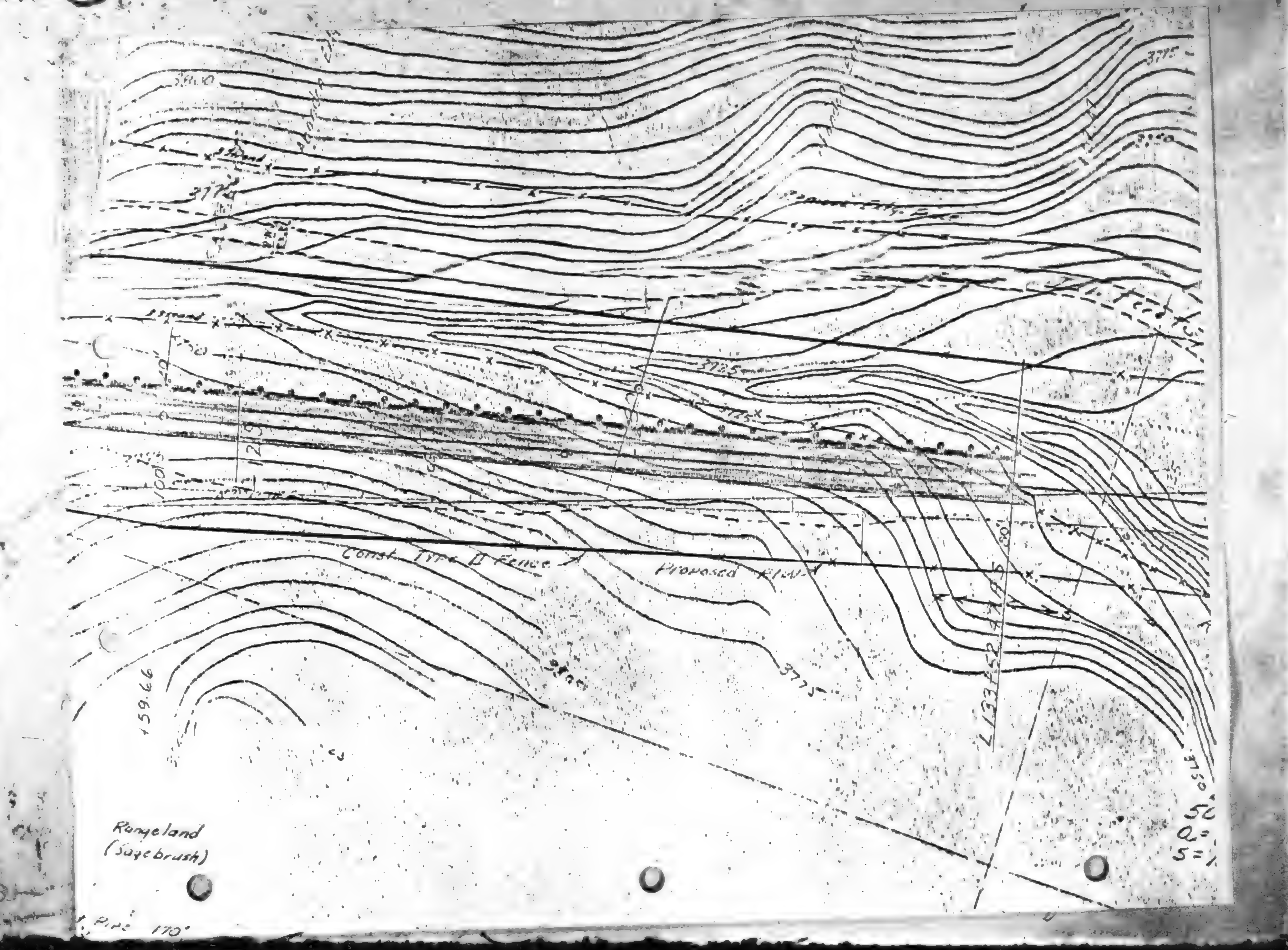

L. Burkhardt
"L"
225' SP Seg.
S=9°33'45"
a=2/3
L 77+ 55 PC
EC
L 79+81.55 PSC
Remove Exist. Pipe
60
80
3950
"L"
3°30' C.R
Δ=29°15' C.R
T=1478.80
Lmc=835.71
Install 24" Culvert Pipe
Const Inlet & Outlet Ditch
Inlet Exc = 5 C.Y.
Outlet Exc = 10 C.Y.
N
2
60
100
100
12"x62'
C.M.
100 Remove C.M. Pipe
Land
Range
L 83+
PC
"L"
350' S
S=6°0'15"
a=1.0


Pipe 104'
91+67.26 PT
+70
100'
+90 Remove Exist. Pipe
92+26.37 PS
+67.26
+00
Edge of Pavement
+26.37
PSC
Sta. 94+50 to 101+50 Lt.
Const. Guard Rail 700' (Type 2)
With 2 Anchors
T 30°
Δ=22°00'

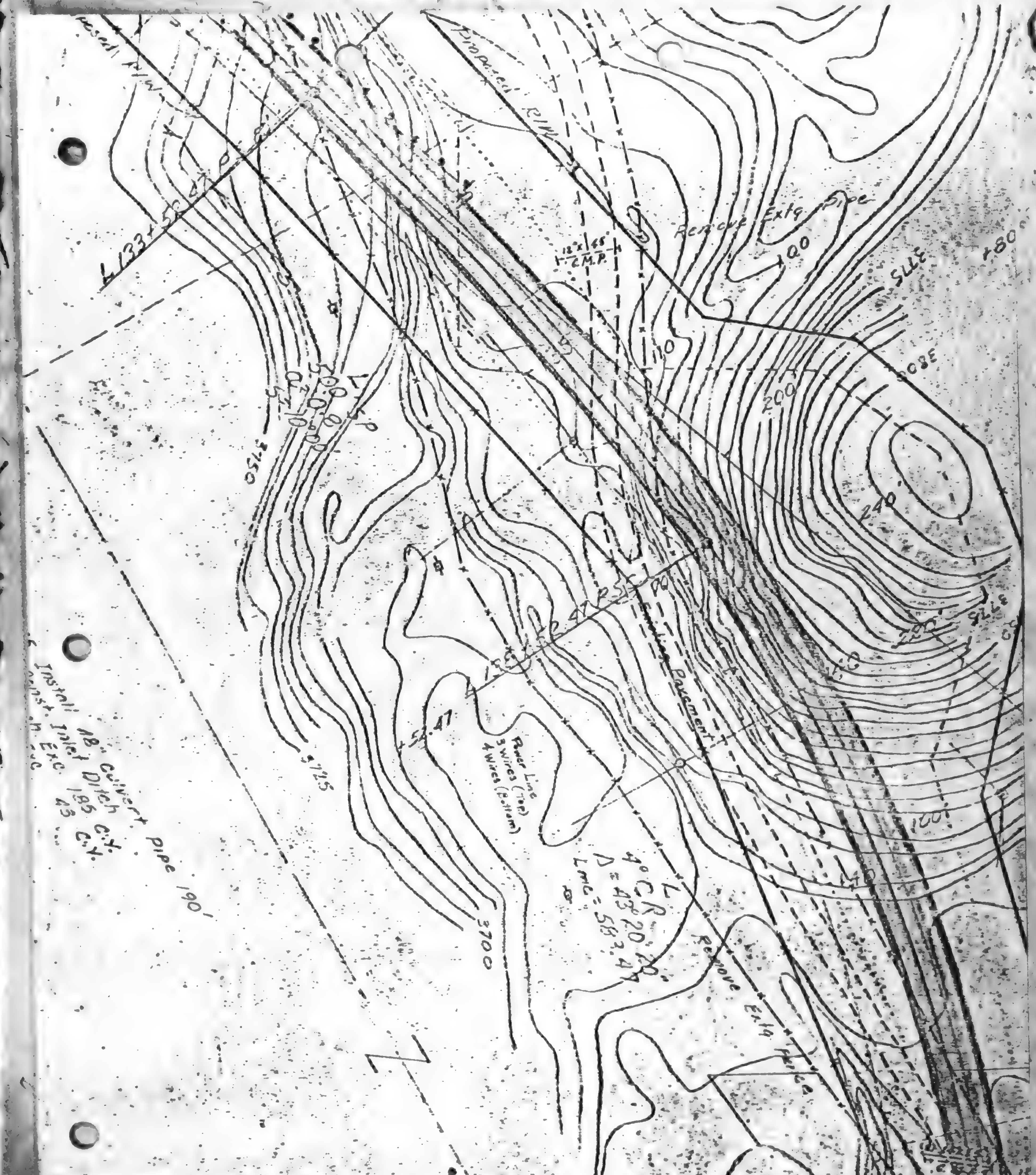

3925
3975
Type II Fence
Proposed R/W
Existing Pavement
Remove Exist. fence
12"x30' CMP
100'
N

3350
100
3375
59+30
37+09.30 PSC
37+09.30 PS
12"x30' CMP
Remove
3350
3375
3400
400 SP
D 4°35'
S 14°00'
3925
111+49 Install
Abandon Ex'g. R.E.C.
Fence
See Cross Sections for Proposed Slope Cond. (Datum) Sta 110 to Sta 112 Lt.
L 7° CL
Δ = 87°31'30"
T = 991.28
Lms = 850.30
Proposed R/W
3350
103
103

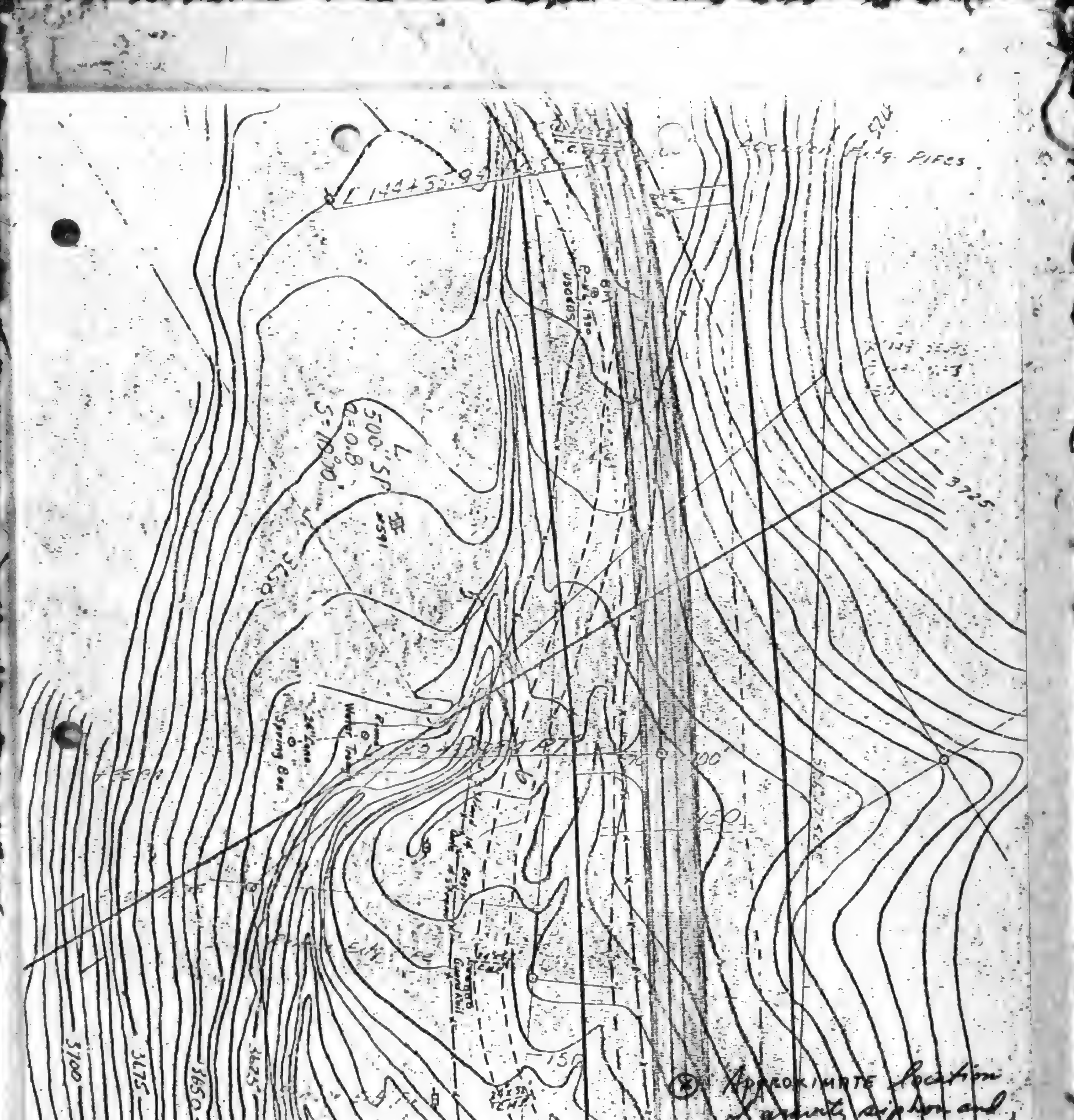

L
7°CL
Δ = 37°31'30"
T = 991.28
L = 850.34
Lms 4105
Proposed
3850
130
121+59.6 PC
400' SC
a = 1.75
S = 1400'
Abandoned Ext. Road
1596
100
3950
3825
3800
3750



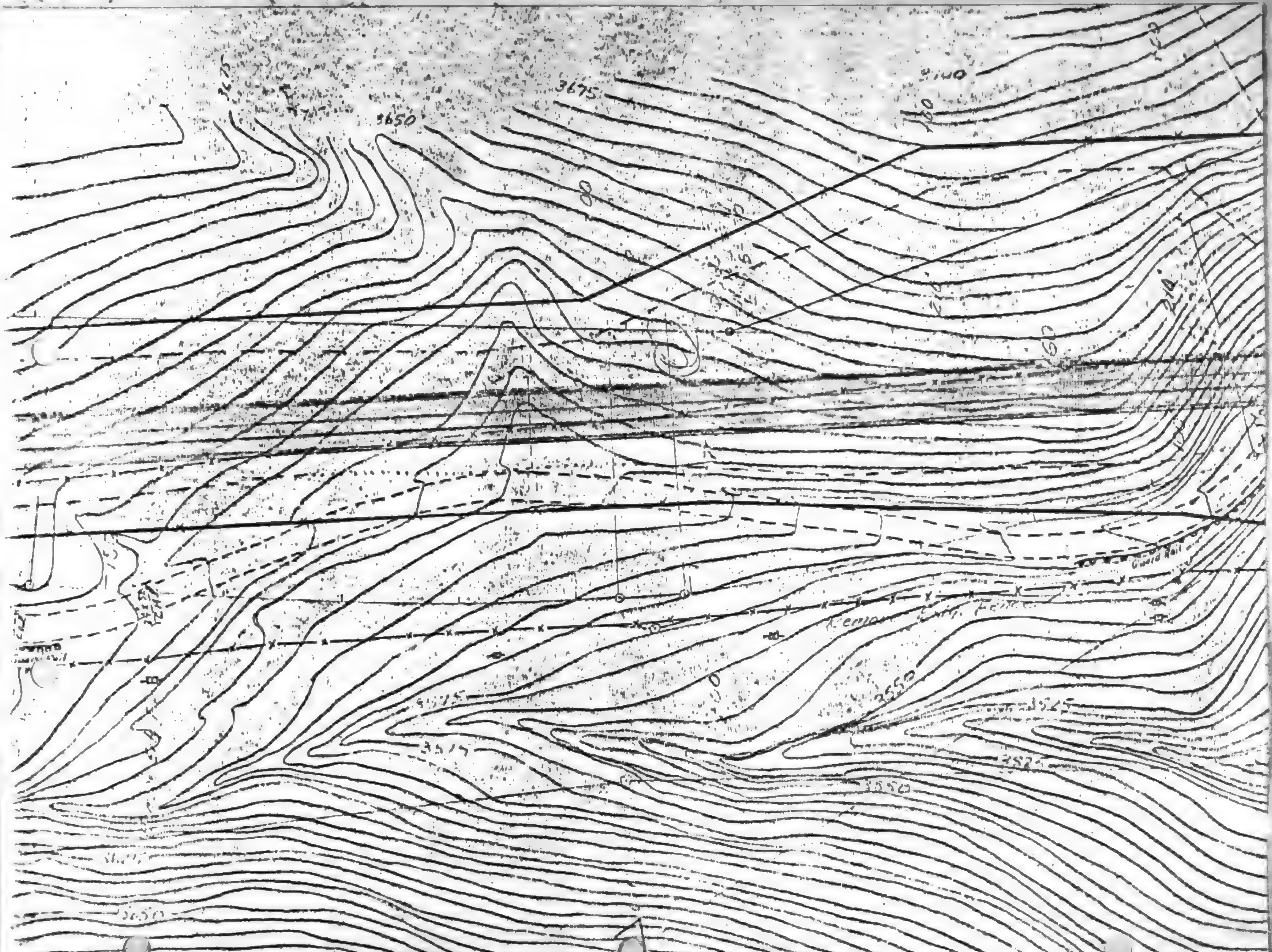
3800
3775
3750
3725
3775
Const. Type II Fence
Proposed R/W
L133+52.47 A.S.
80'
125'
100'
40'
159.66
Rangeland
(Sagebrush)
Pipe 170'
3750

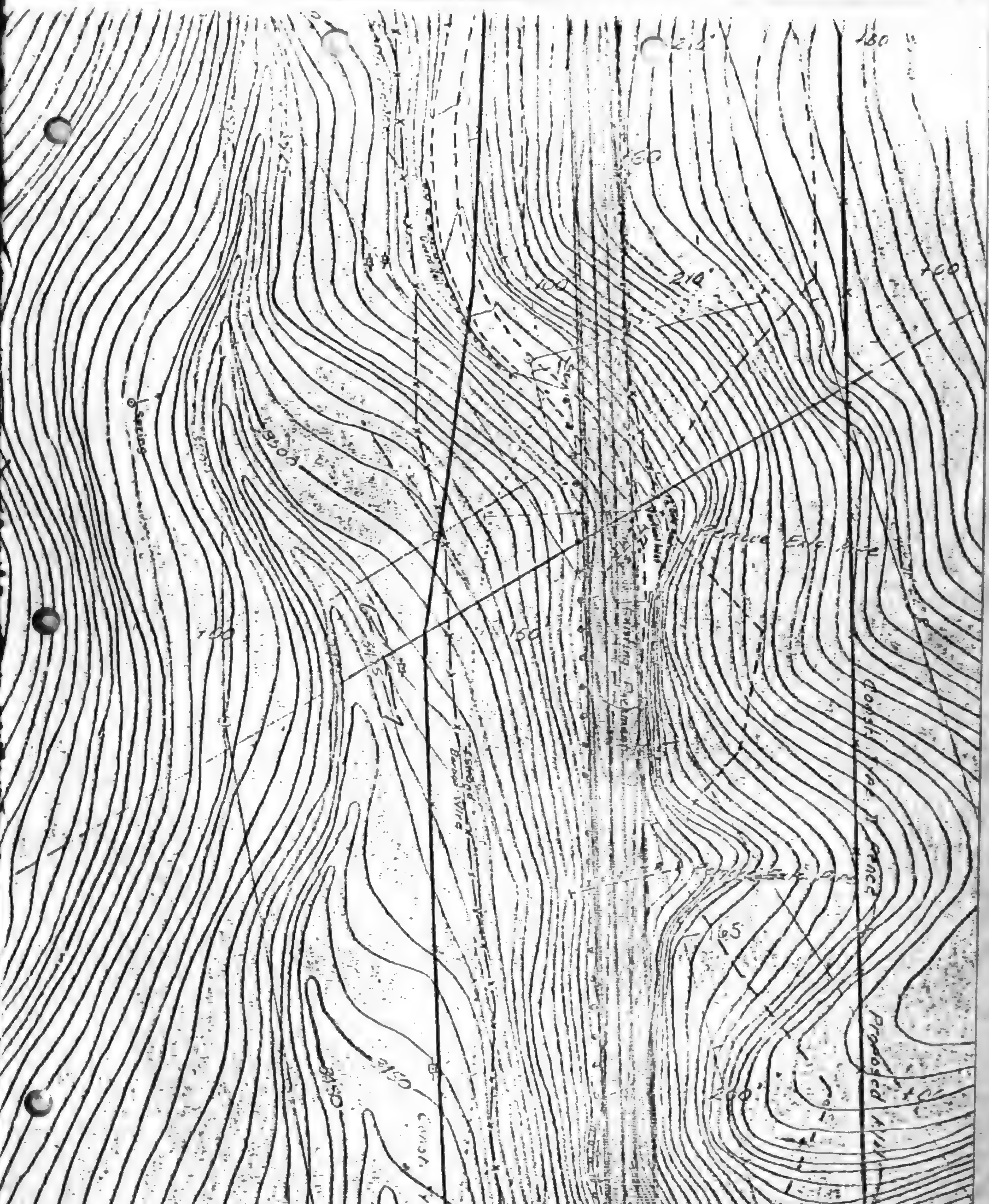


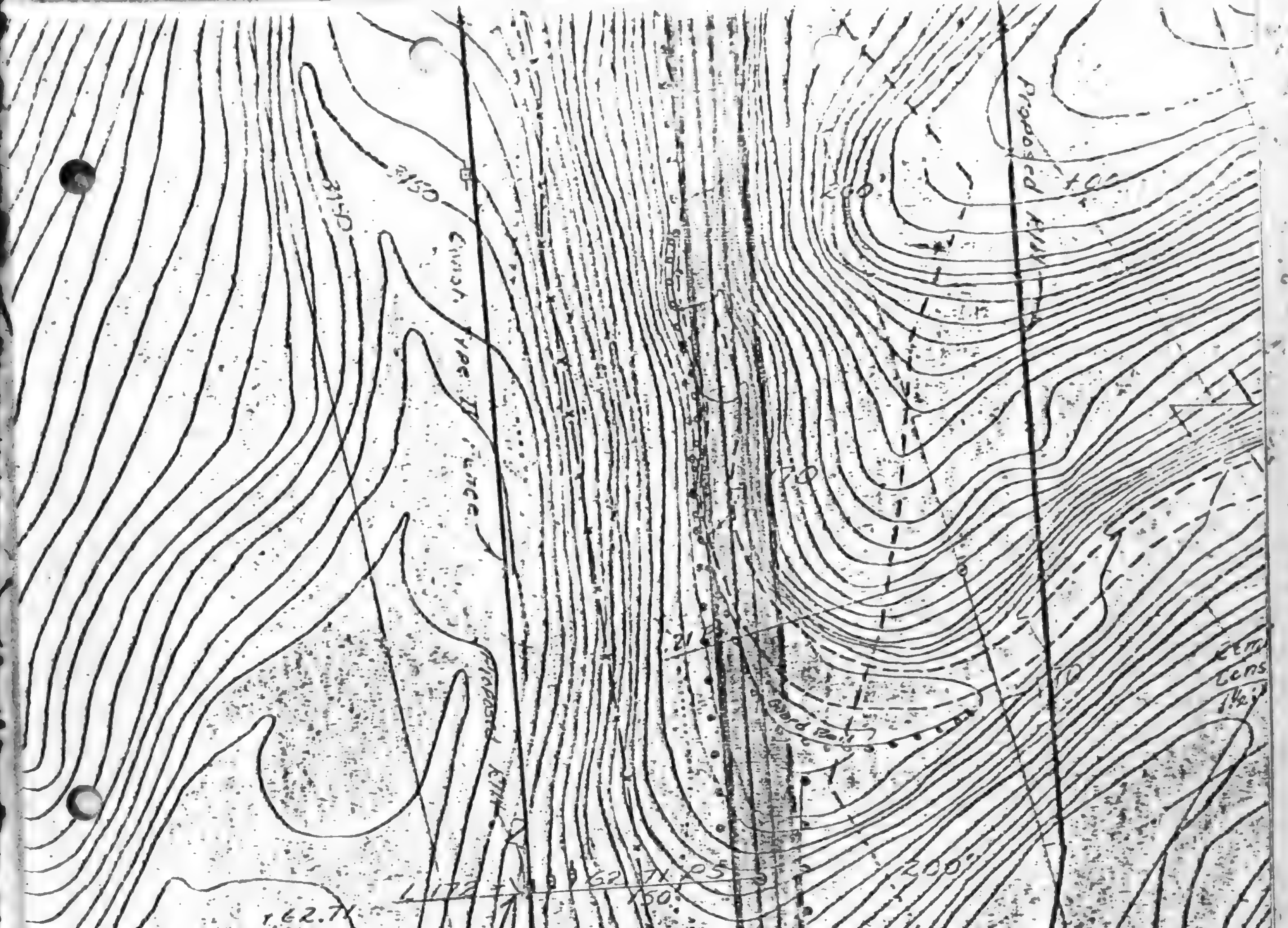
Exist. R/W
Proposed R/W
L 133+55.47 P.O.T.
18"x 65' C.M.P.
Remove Extg. Pipe
100
3775
3805
110
200
240
3750
3725
3700
220
180
140
100
L 139+55.47 P.O.T.
L 500.00 P
Pavement
Power Line 3 Wires (Top) 4 Wires (Bottom)
L 4° C.R. Δ = 43°20'20" Lmc = 583.47
Remove Extg. Pipe
L 144+55.94
Install 18" Culvert Pipe 190'
Const. Inlet Ditch 185 C.Y.
Ch. Exc. 43 C.Y.
ert Pipe 112'

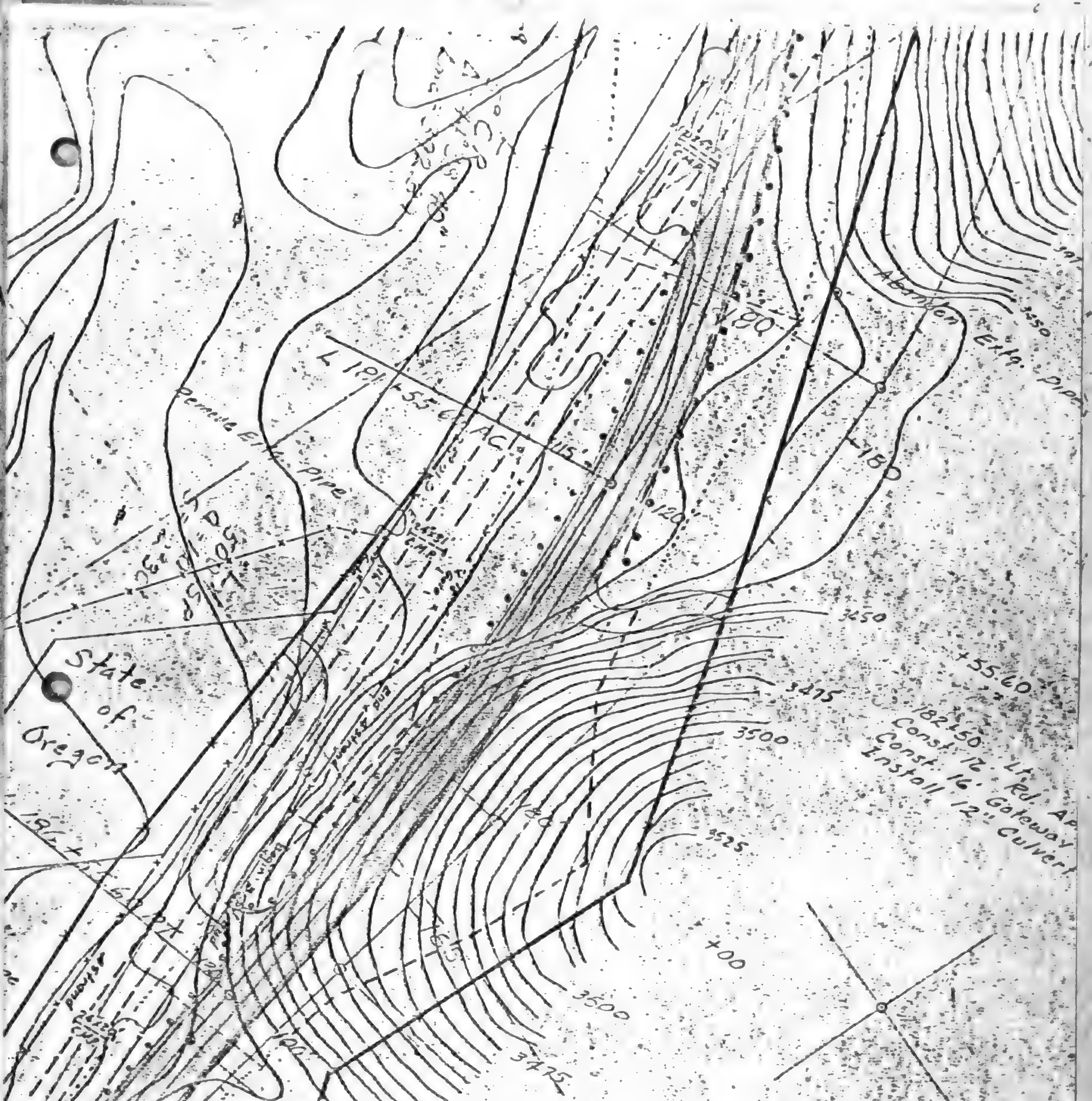

L 144+55.94
Pipes
BM
3650
#591
Spring Box
Water Trough
3725
3700
3675
3650
3625
150
100

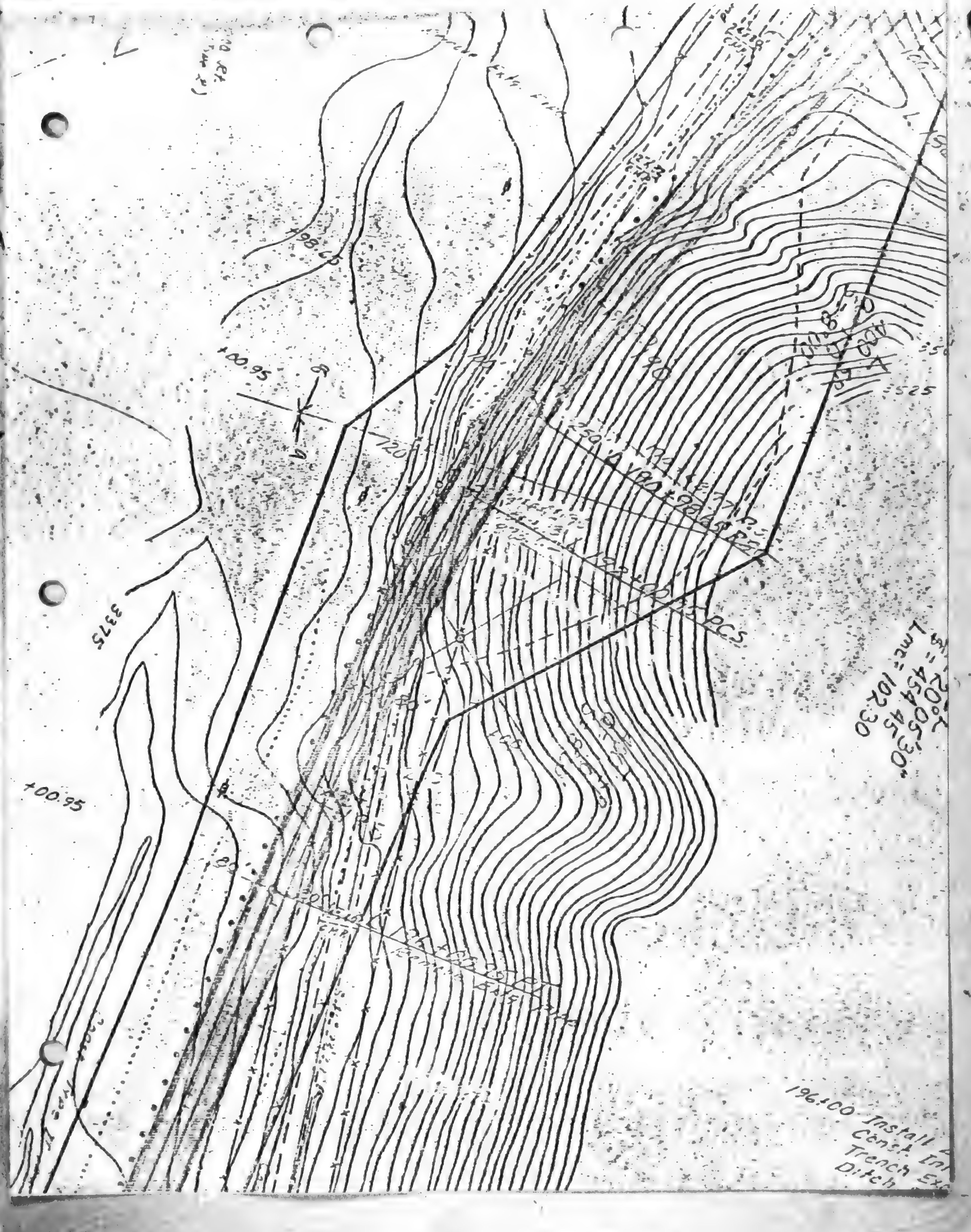
Approximate location of gravity siphon and water trough

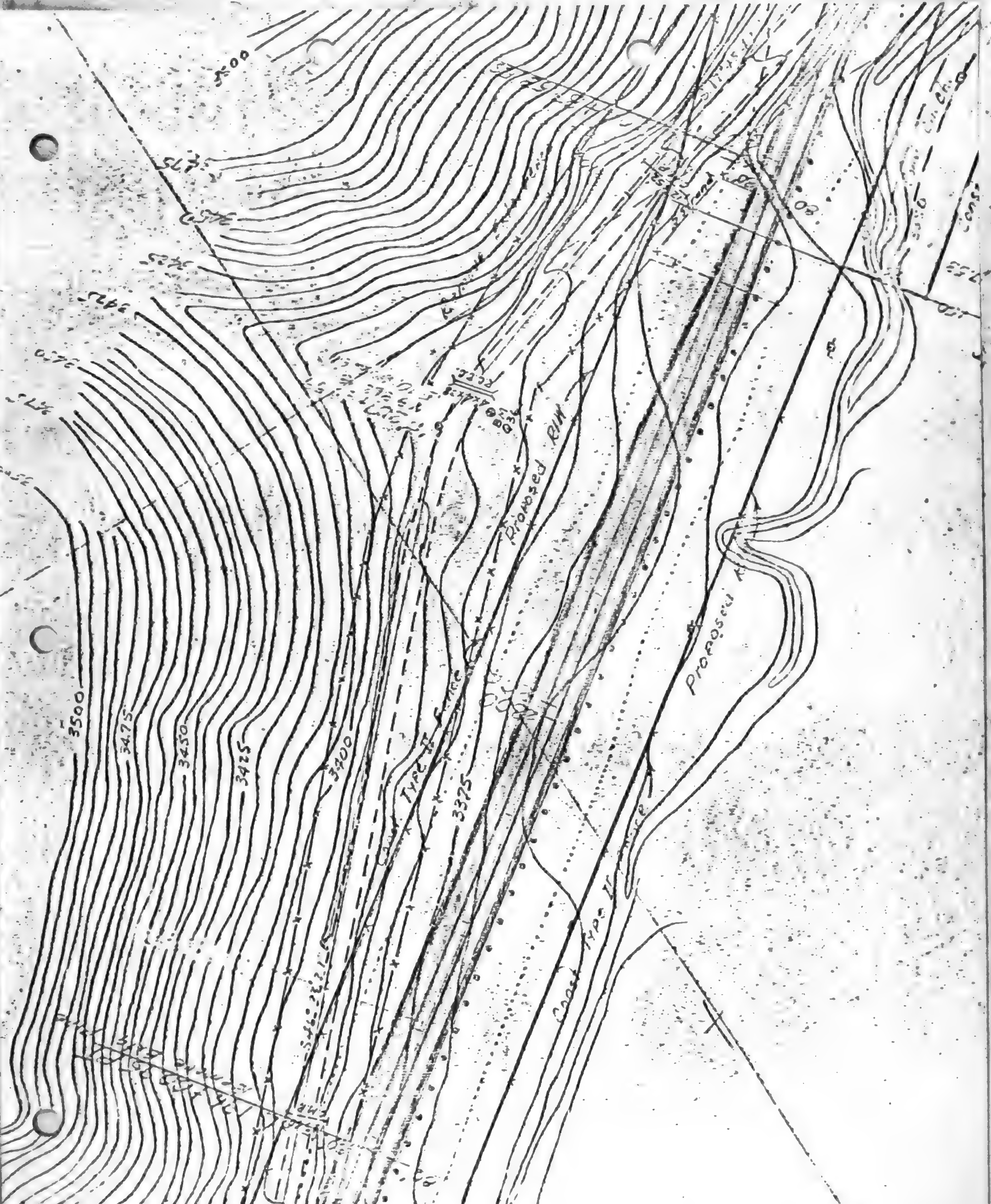

3675
3650
3675
3550
3525
3575
3550
3650
3675
210
160
160
160
Guard Rail

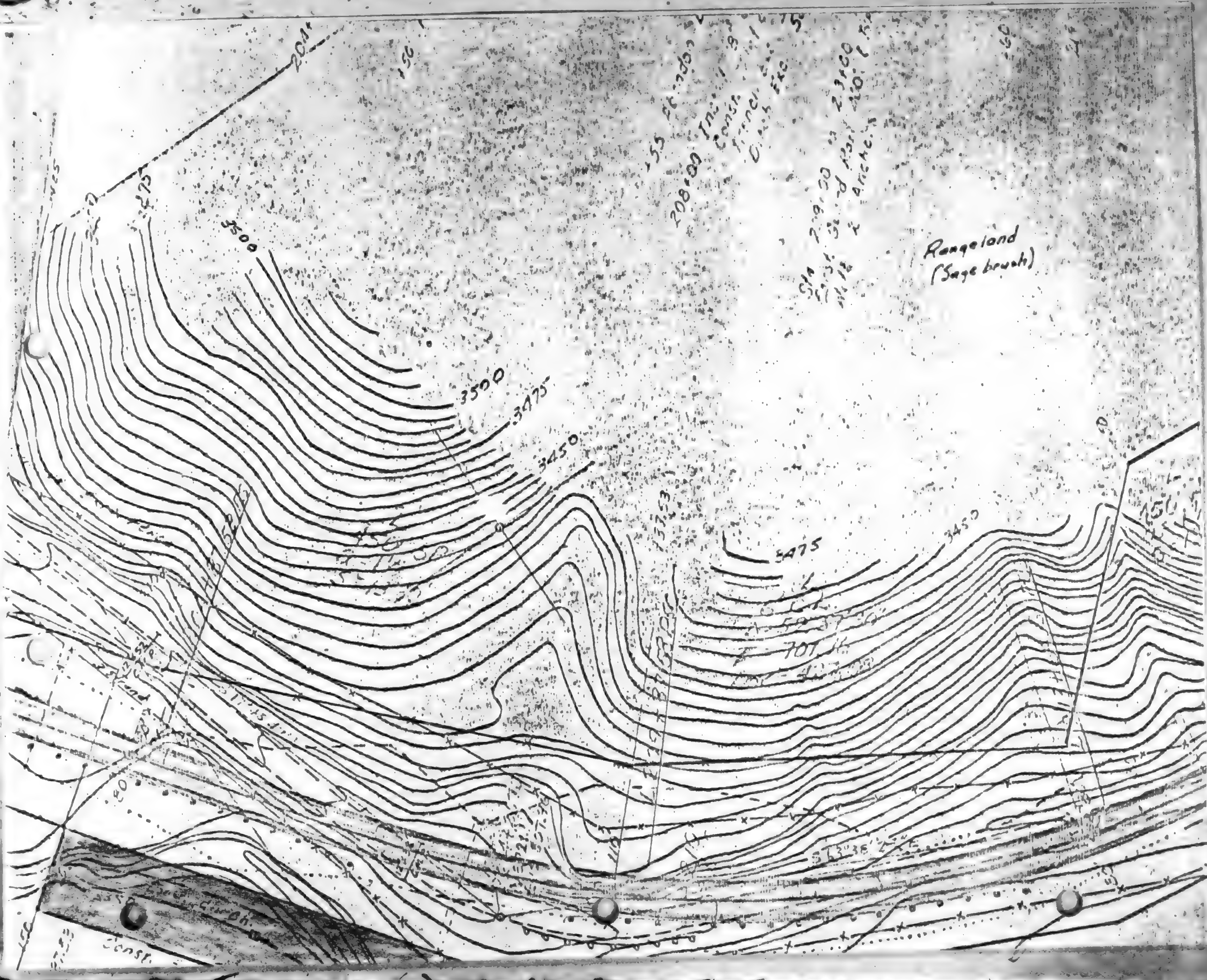

212
180
160
210
190
Spring
150
150
Existing Pavement
Barbed Wire
Fence Ext.
165
Const. line for Fence
Proposed
160
3150
3150

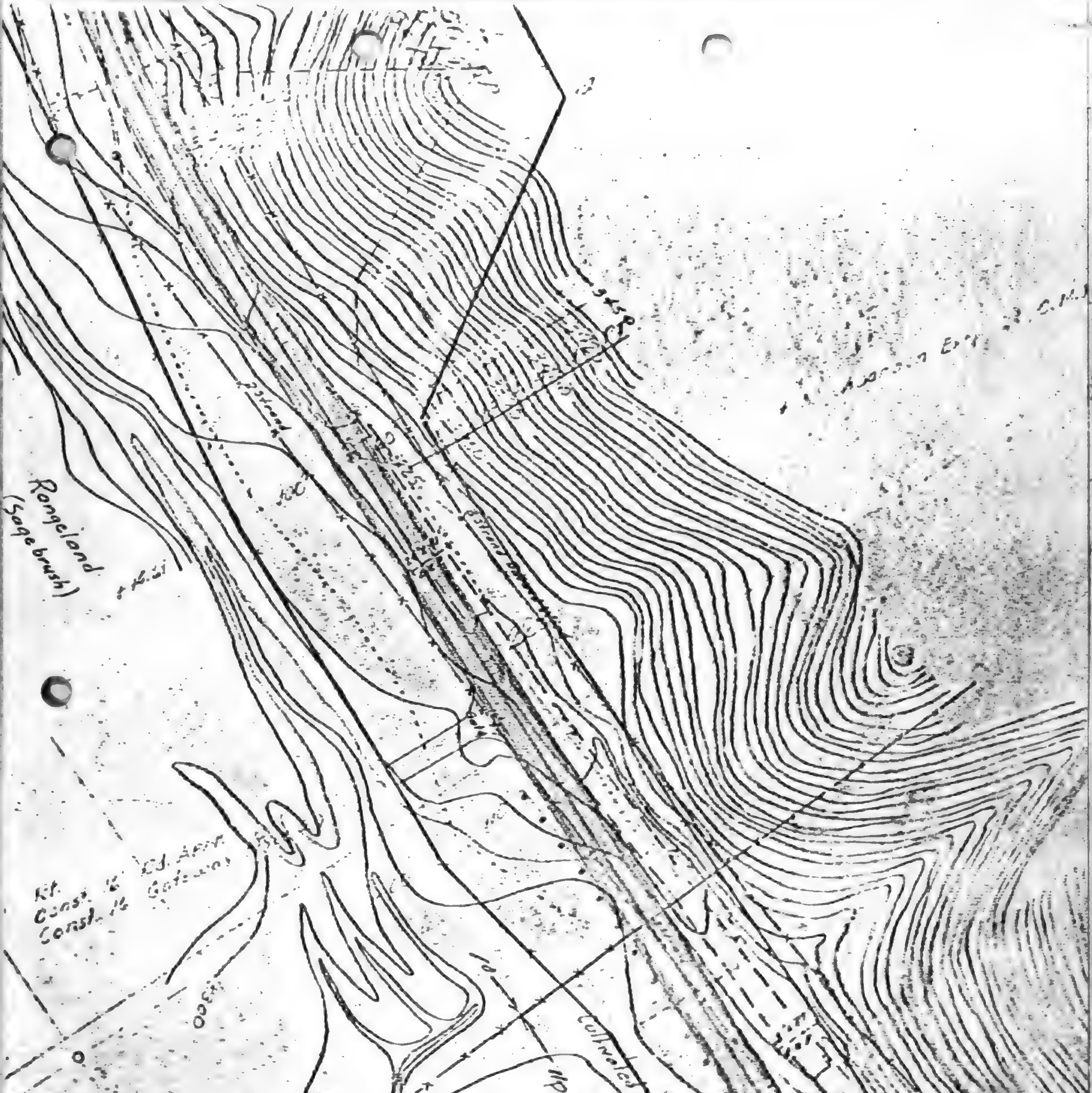

3150
3140
Finish Type II Fence
Proposed R/W
Guard Rail
Proposed R/W
200
175
162.71
150

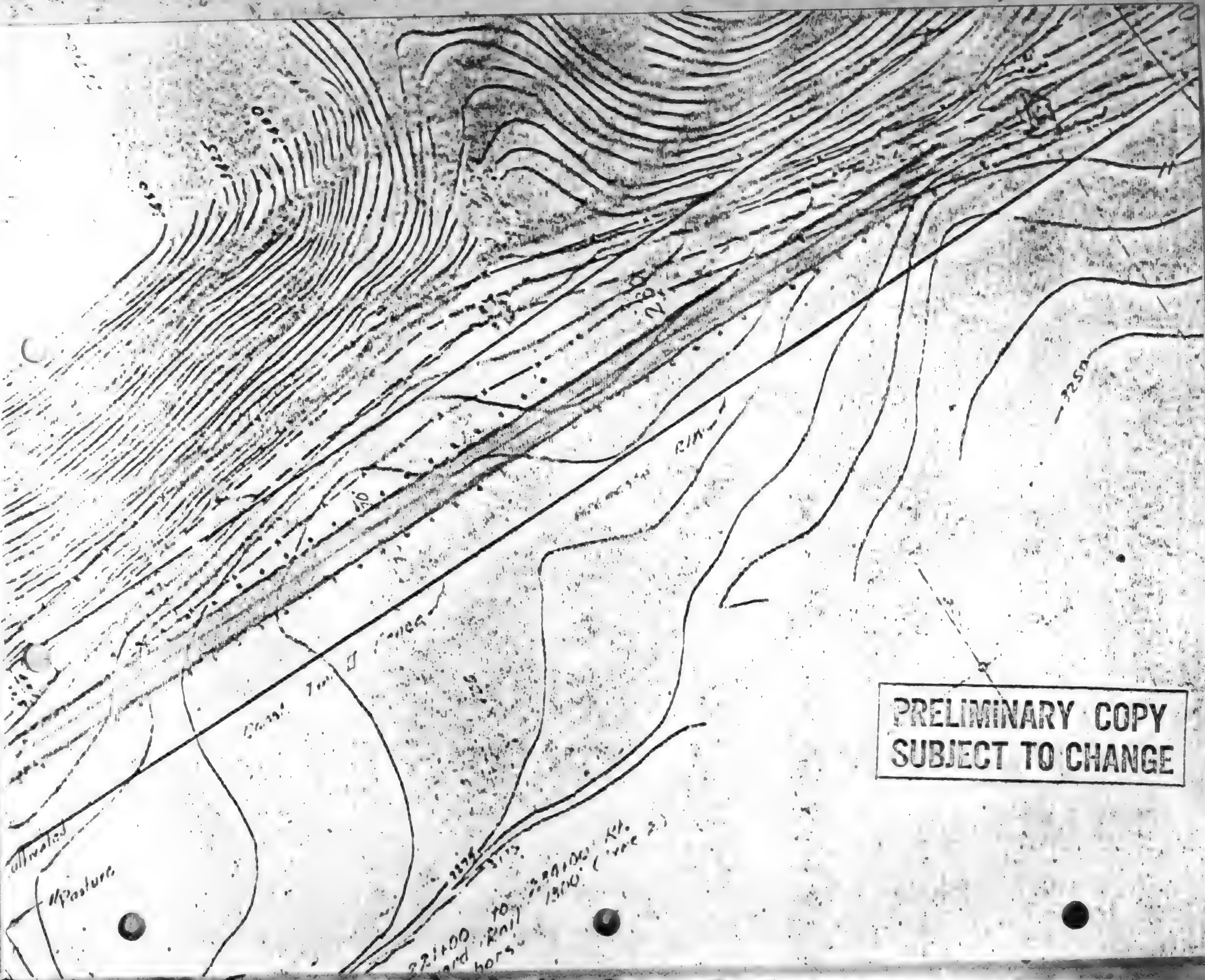

State of Oregon
L 191+55.60 AC
Remove Extg. Pipe
Abandon Extg. Pipe
180
L 180
120
3250
3275
3500
3525
+55.60
182+50
Const. 12' Lt. Rd. Ap
Const. 16' Gateway
Install 12" Culvert
+00
3500
3475
100
L 196+97.65 PS
+55.60
3450
3475
Range land (Sage brush)
See Cross Sections of proposed drainage (construction)


+98.CP
+00.95
+00.95
3375
720
3525
350
20°05'30"
45°45'
Lmc = 102.30
PCS
196+00 Install
Const. In
Trench Ex
Ditch

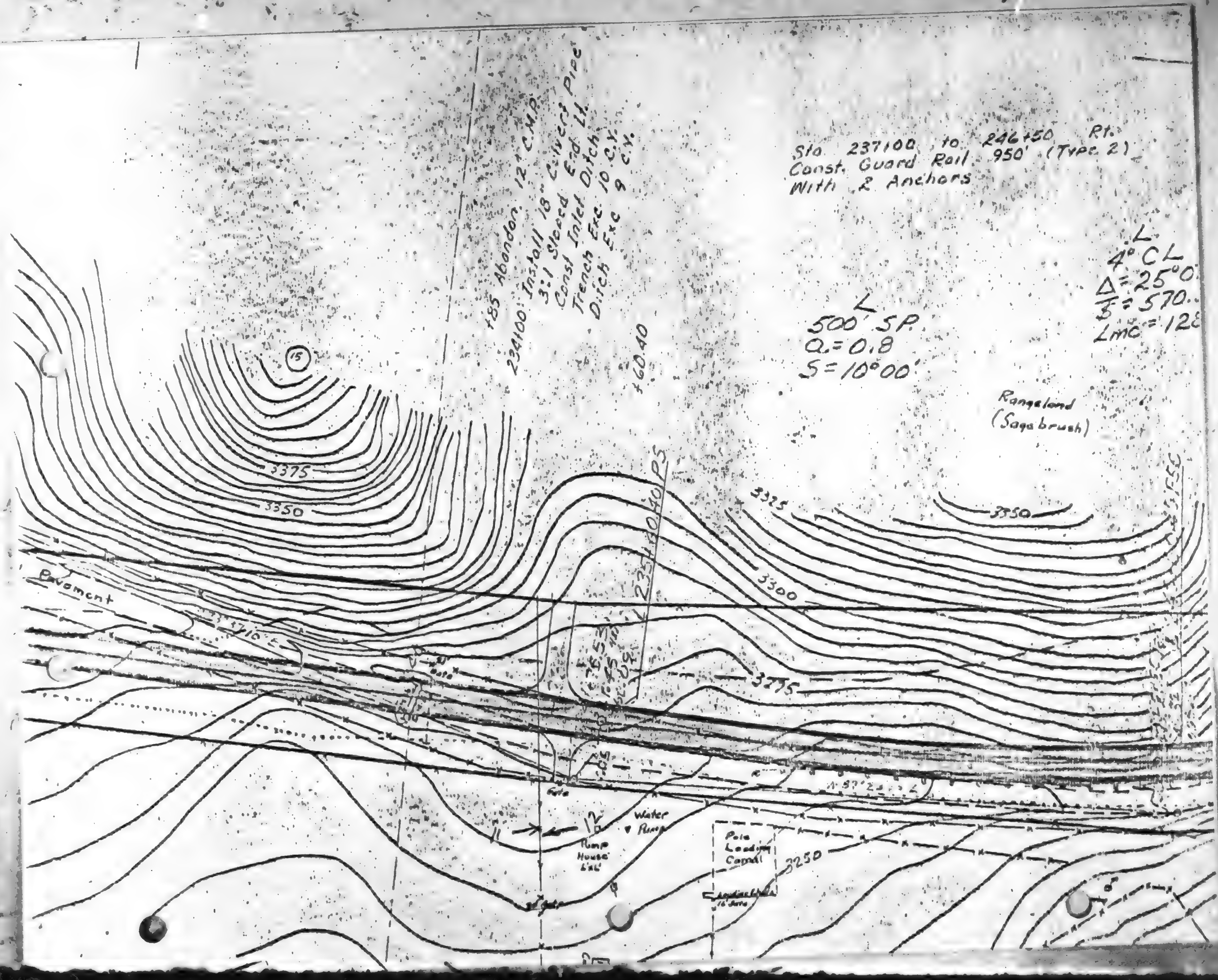

3500
3475
3450
3425
3400
3375
Proposed R/W
Proposed R/W
Type II Swale
Const Type II Swale
5600

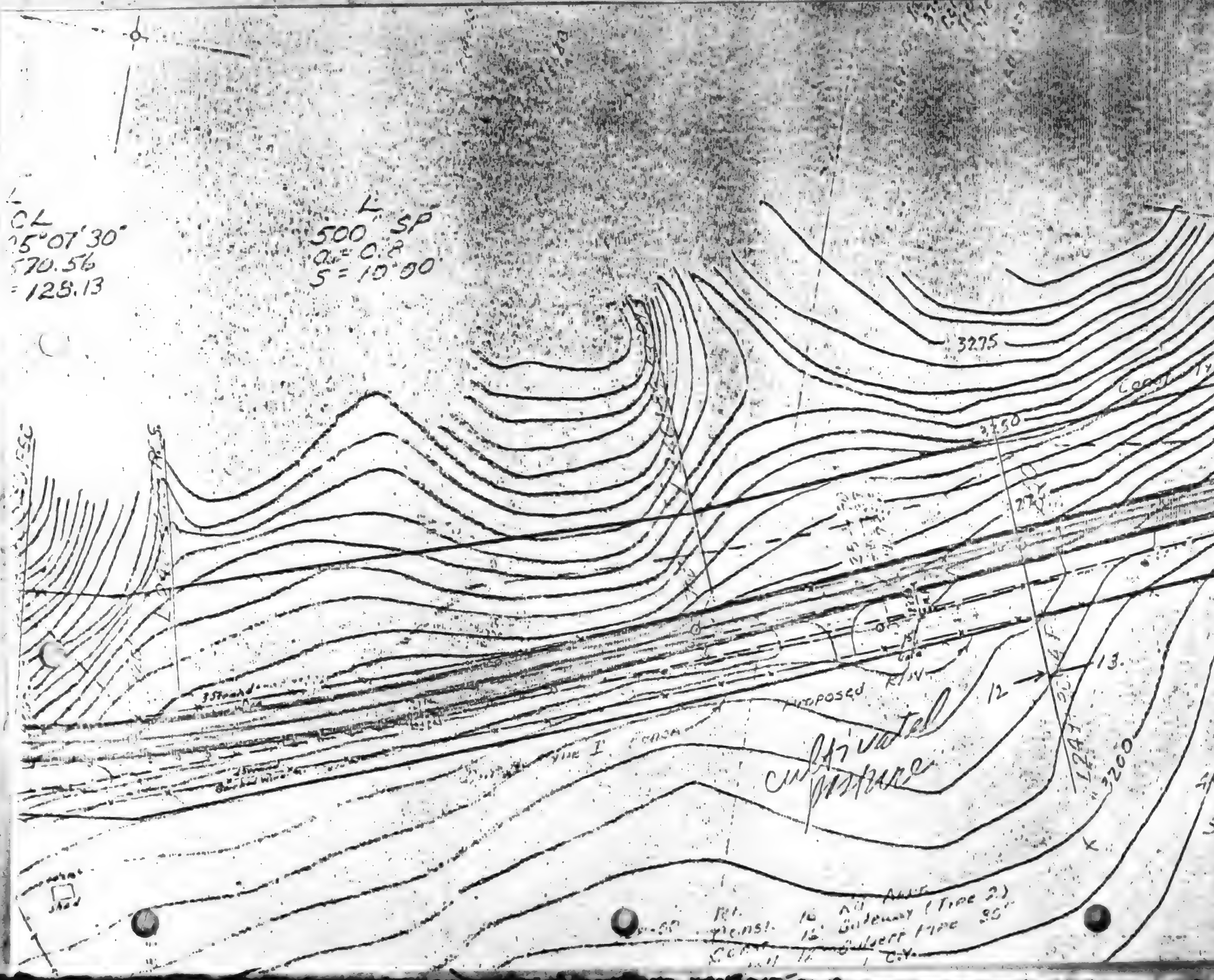

204+
3500
3475
3450
3425
3475
3450
+55 Abandon
208+00 Install 8
Constr.
Fence
Ditch Etc.
Sta 229+50 to 231+00
Guard Rail NO.
2 Anchors
Rangeland
(Sage brush)
137.53
150
160

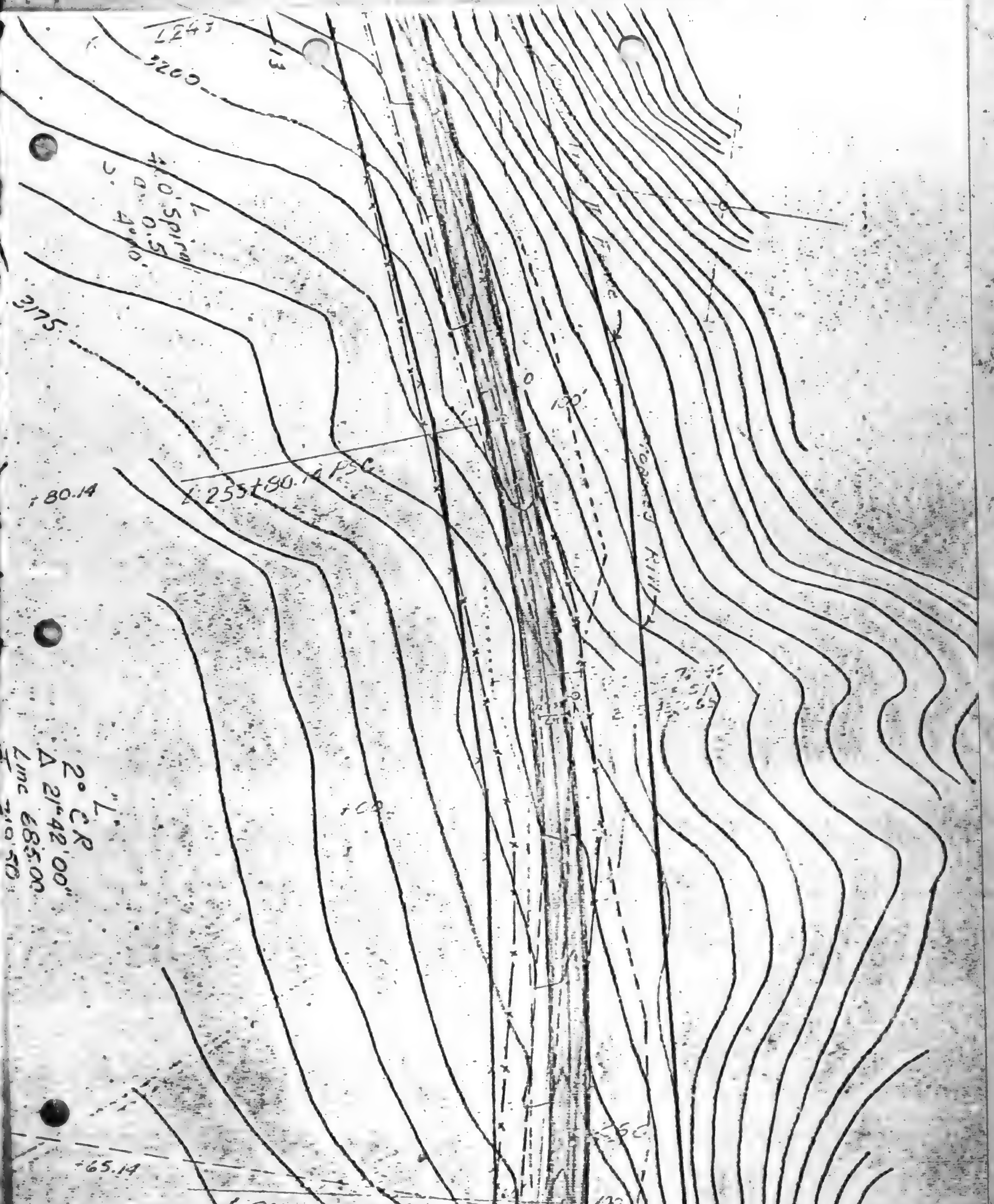

Rangeland
(Sagebrush)
Cultivated
Pasture
Rt.
Const. 12' Cd. Appr.
Const. 12' Gateways
Const.

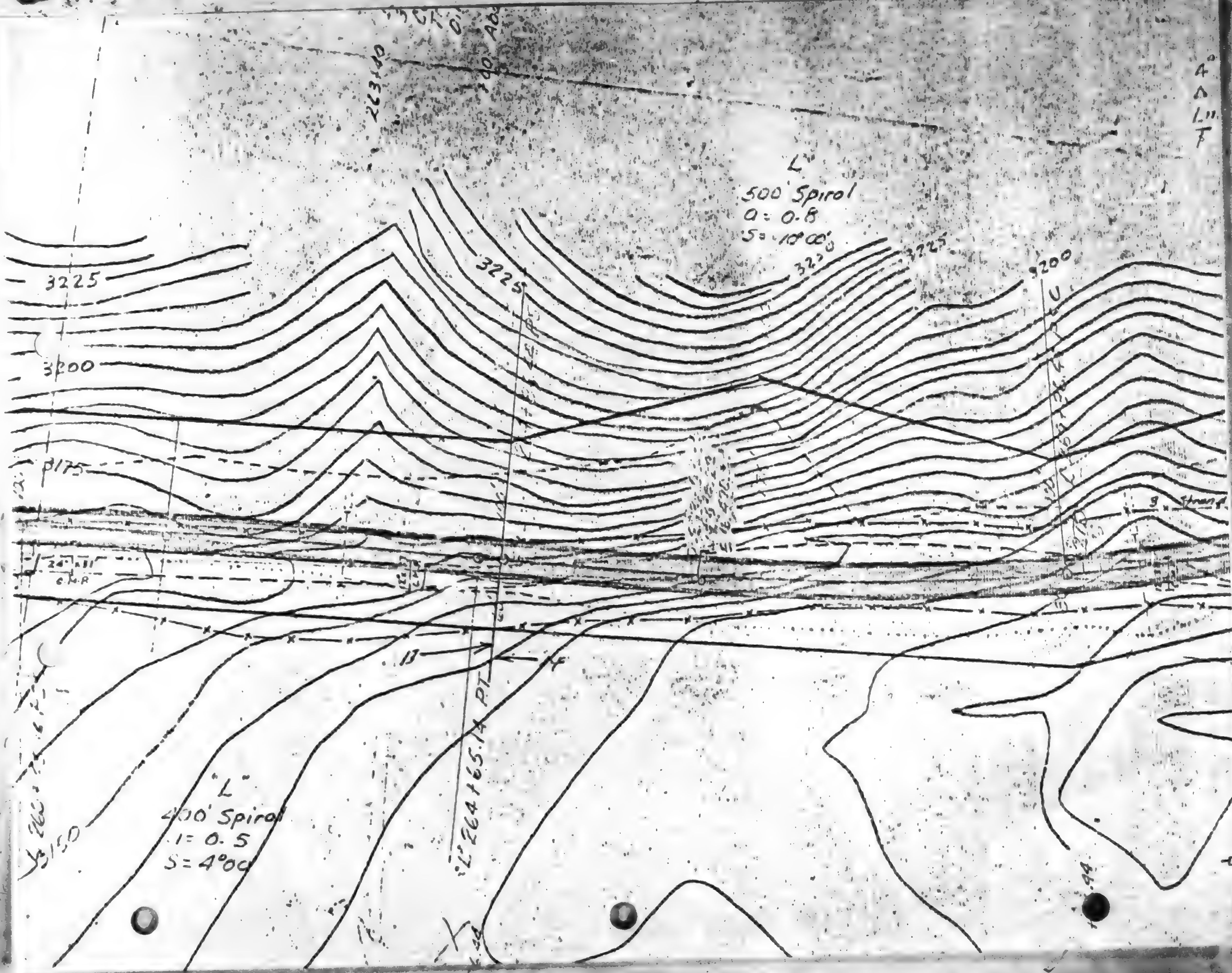

Cultivated
Pasture
Fence
3425
3400
3250
221+00 to 229+00 Rt.
ard Rail 1800' (see 2)

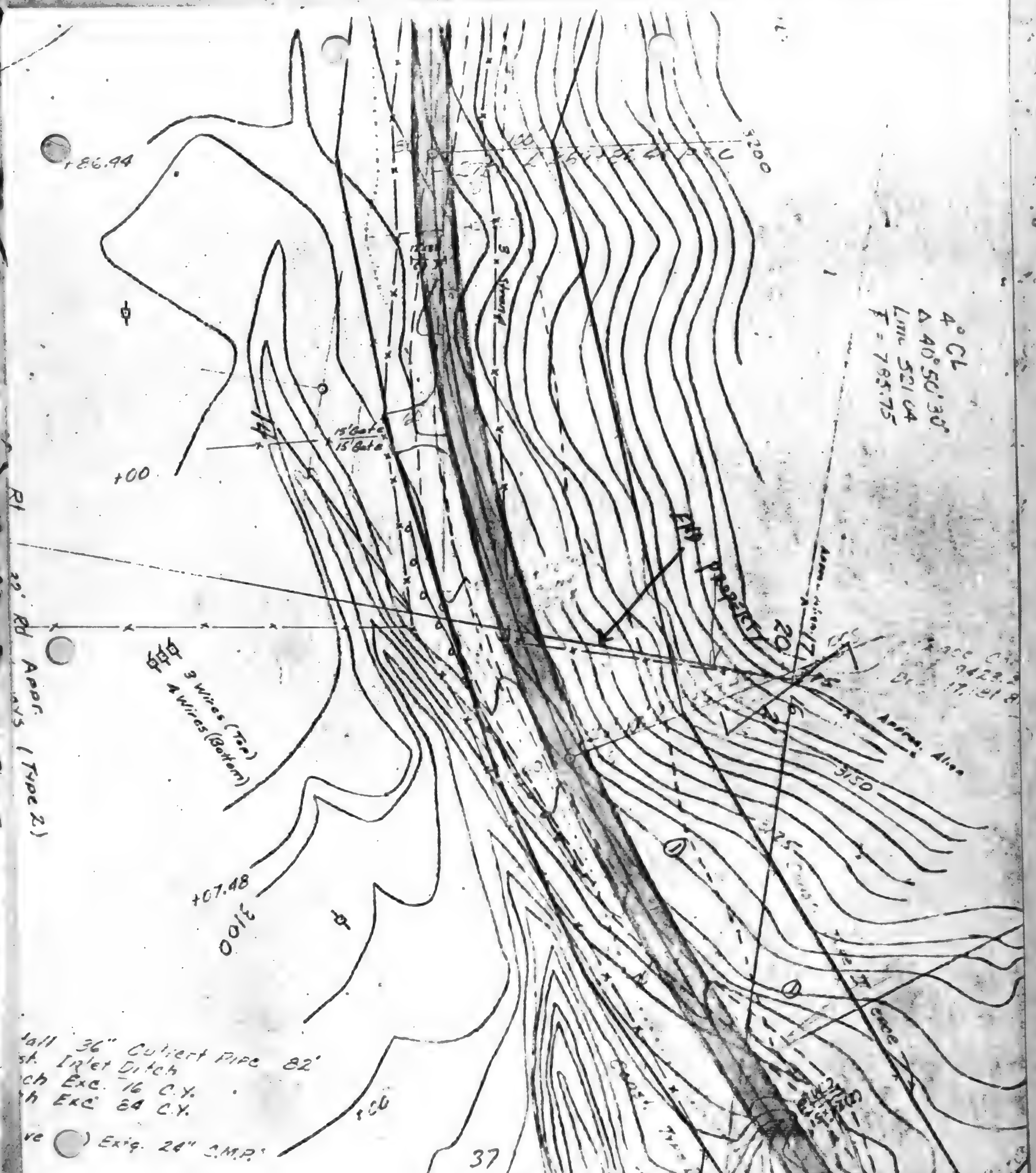
PRELIMINARY COPY
SUBJECT TO CHANGE


Sta. 237+00 to 246+50 Rt.
Const. Guard Rail 950' (Type 2)
With 2 Anchors
+85 Abandon 12" C.M.P.
234+00 Install 18" Culvert Pipe
3:1 Sloped End Lt.
Const Inlet Ditch
Trench Exc. 10 C.Y.
Ditch Exc 9 C.Y.
+60.40
L 235+60.40 PS
500' SP
Q = 0.8
S = 10°00'
L
4° CL
Δ = 25°0
S = 570.
Lmc = 128
Rangeland
(Sagebrush)
⑮
3375
3350
3325
3300
3275
3350
3250
Pavement
Gate
Water
Pump
Pump
House
Exc
Pole
Loading
Corral
FSC


CL
15°07'30"
570.56
= 125.13
L
500 SP
a = 0.8
S = 10°00'
3275
3250
3200
1241
12
13.
Proposed R/W
cultivated pasture
Type I
Rt.
Const.
10 All Alum.
12 Culvert (Type 2)
12 Culvert Pipe 35"
C.Y.

1243
13
3200
4°0' L
0.5 spiral
0.5
4°00'
3175
+80.14
L 255+80.14 P.S.C.
0
100'
Fenced R/W
+00
"L"
2° C.R.
Δ 21°42'00"
Lmc 685.00
T 210.50
+65.14
L 260+65.14 P.C.S.
S/SC
SC
100
1
2
3


"L"
500' Spiral
a = 0.8
S = 10°00'
"L"
400' Spiral
a = 0.5
S = 4°00'
"L" 264+65.14 PT
263+40
3225
3200
3175
3150
24" x 11'
C.M.P.
U
.44
4°
Δ
L
T

 +86.94
3200
+00
Rt
22' Rd Appr.
3 Wires (Top)
4 Wires (Bottom)
+07.48
3100
15' Gate
15' Gate
Fill
Property
20
4° CL
Δ 40°50'30"
L = 521.64
T = 785.75
Approx. Align
3150
37
+00
Const.
all 36" Culvert Pipe 82'
st. Inlet Ditch
ch Exc. 16 C.Y.
h Exc. 64 C.Y.
re ○ Exig. 24" C.M.P.

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Keith and LaVerne McDaniel

File No. 2

Address Route 1, Box 26, Huntington, Oregon 97907

Line Designation

Phone Mobile Service YP7-3353

Section Brogan Hill-Brogan

Contract Purchaser None

Address N/A

Highway John Day

Phone

Lessee None

County Malheur

Address N/A

Limits of Acquisition:

Total Area Approx. 2000+ ac. Acquisition Approx. 15.27 ac. Sta. 274+00 Sta. 373+00

Remainder Right 30+ acres Left 1984+ acres

Date of Report July 7, 1976

Nature of property acquired: Approximately 4 acres of irrigated hay. Remainder of acquisition is class VII range land.

How does acquisition affect balance of grantor's property? No effect on balance of Grantor's property.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control.

Fencing: ☒ Contains Livestock ☐ Does Not Contain Livestock

☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):

None

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Range land	11.77	$50.00	$ 565.00
	Irrigated hay	4.0	$700.00	2,800.00
Improvements:	Two Corrals		$150.00	300.00
Damages:				

Total Real Property Estimate $3,665.00

Moving Estimate: $

Additive Estimate: $

Incidental's Estimate: $

Demolition Estimate: $

38

E. Thomas Martin III

Liaison Agent

E. Thomas Martin, III/nmb

E-631 7/1/73

Dist. - Salem, District File [Ref. 16]

Grantor owns approximately 40,000 acres between the John Day Highway and the town of Huntington.

The acquisition of 15+ acres along the existing highway will not affect the operation of the remainder.

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White ☒ Other White

☒ Liaison ☐ Appraisal ☐ Property Mgmt.

☐ Acquisition ☐ Relocation ☐ Other

File No. 2

Last Name McDaniel

Section Brogan Hill-Brogan

Name Keith and LaVerne McDaniel

Address Route 1, Box 26, Huntington, Oregon 97907

Documents Delivered: Date

Brochures, A & R

Letter, O-Benefit

Option

R Claim Forms

Area of Taking Approx. 15.27 ac Amount Approved $

☐ Dwelling ☒ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
7/2/76	Keith McDaniel Tom Martin Mr. McDaniel was interested in the proposed project and said that he favors the project. We discussed the access points thoroughly and Mr. McDaniel signed the access determination list. He emphasized the necessity of the access at station 306+00, right, because it is the only way he has to reach the spring, the principal source of water for his cattle in the vicinity. Mr. McDaniel wanted to certain that the State would re-establish the fencing and I told him that it appeared that the State would re-establish type II fencing, as indicated on the map. Mr. McDaniel inquired about the appraisal process and I explained the procedure used by the State of Oregon.

4/0

By E. Thomas Martin III
Right of Way Agent
E. Thomas Martin, III/nmb

FORM 81-734-3708

Use reverse side (tumblehead)

File No. 2

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

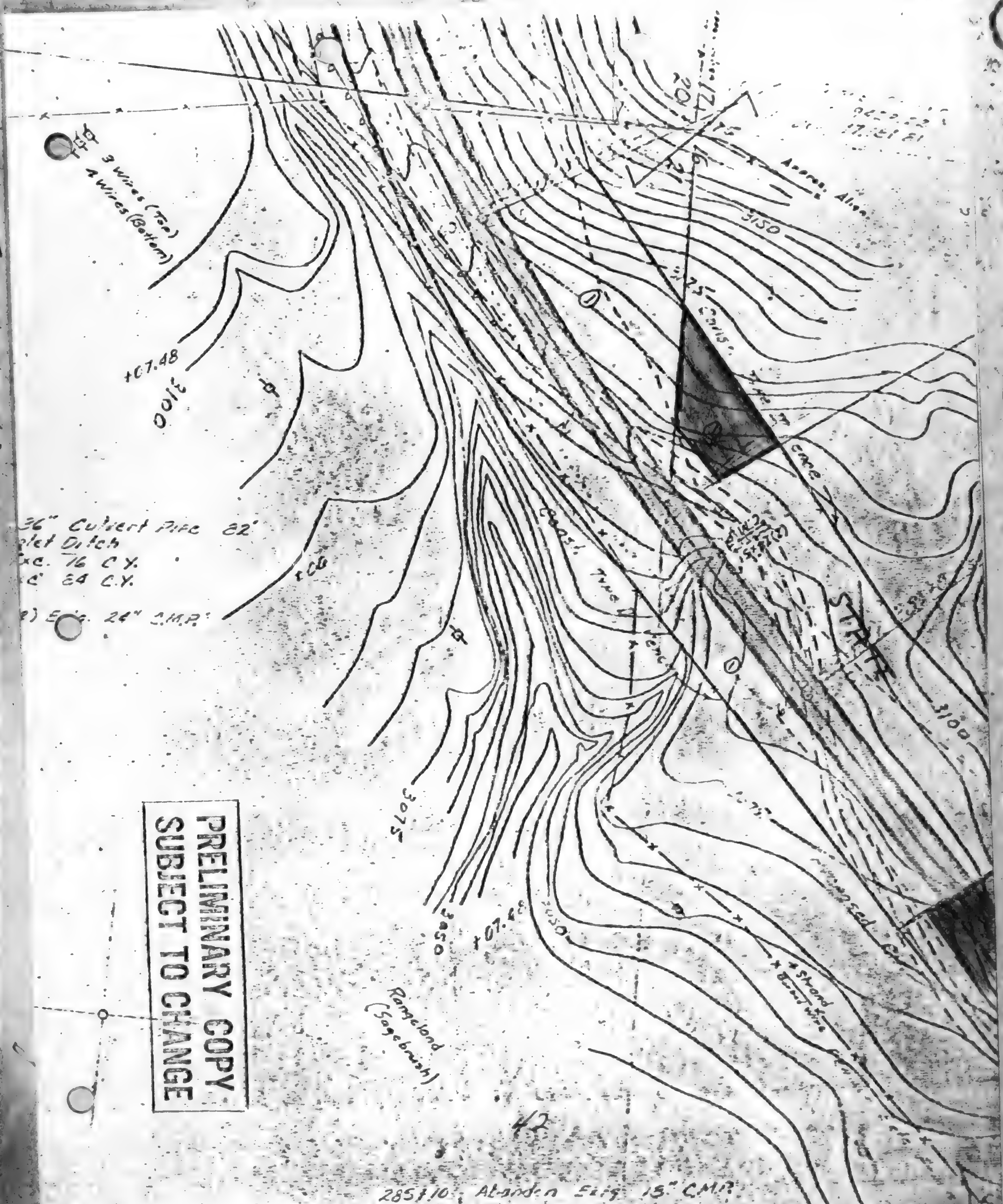
Station	Side	Access Width	Approach Width	To Be Constructed By
278+00	LEFT	16'	35'	STATE
328+60	LEFT	16'	35'	STATE
338+55	LEFT	16'	35'	STATE
360+00	RIGHT	16'	35'	GRANTOR
306+00	RIGHT	16'	35'	STATE
306+00	LEFT	16'	35'	STATE
335+00	LEFT	16'	35'	STATE
367+00	RIGHT	16'	35'	STATE

Property Owners

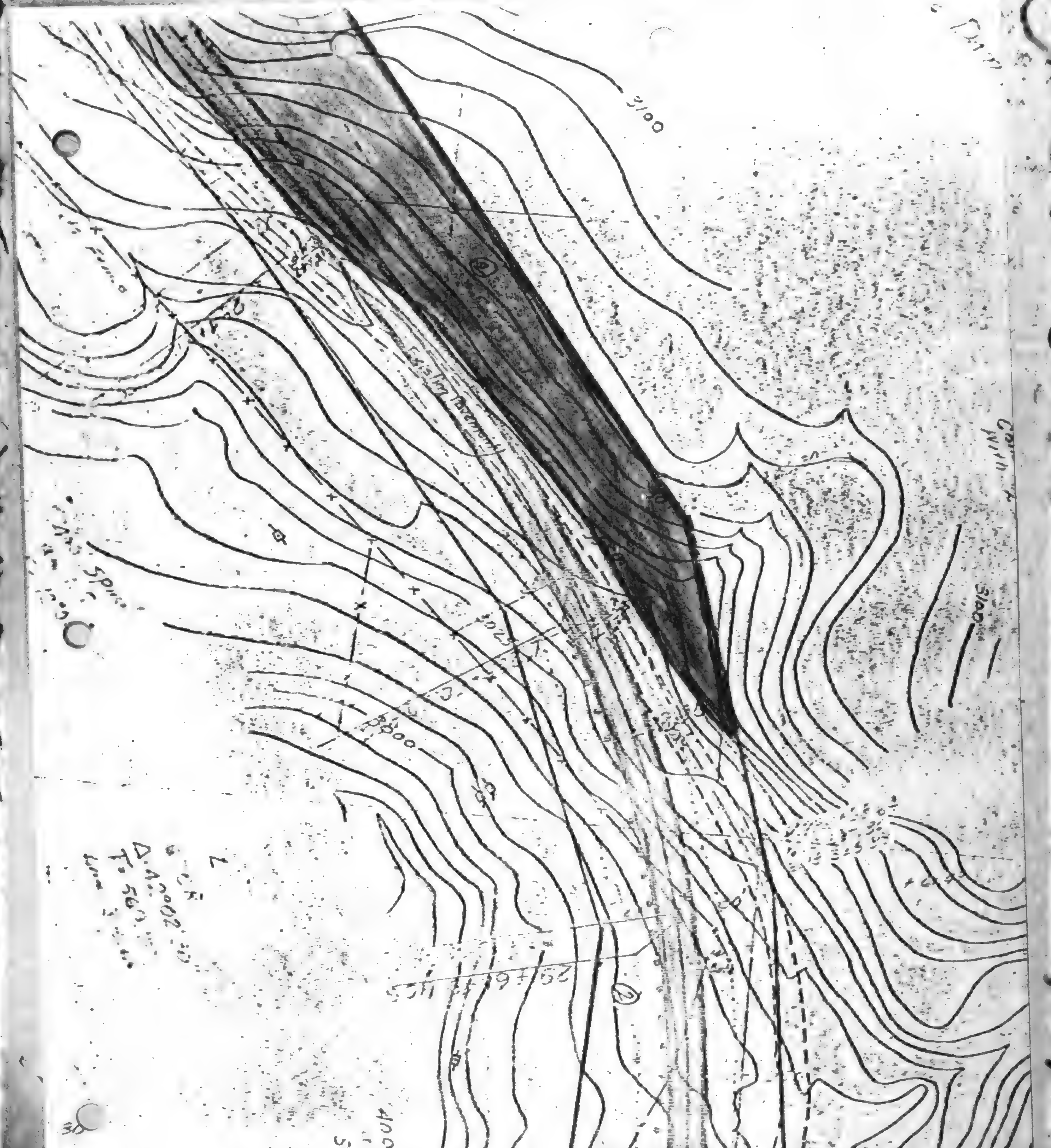
E. Thomas Martin III
Liaison Agent

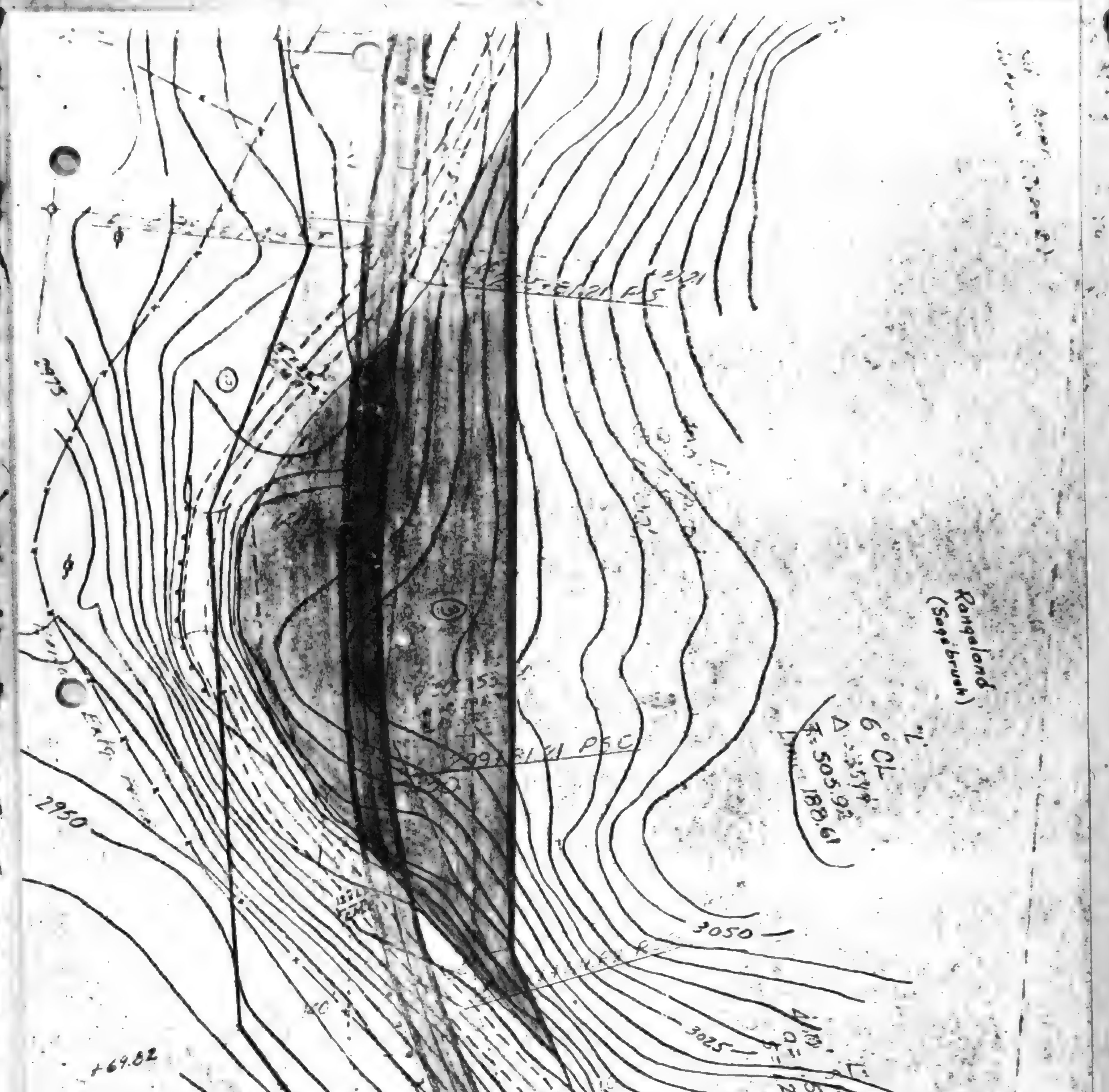
Resident Engineer

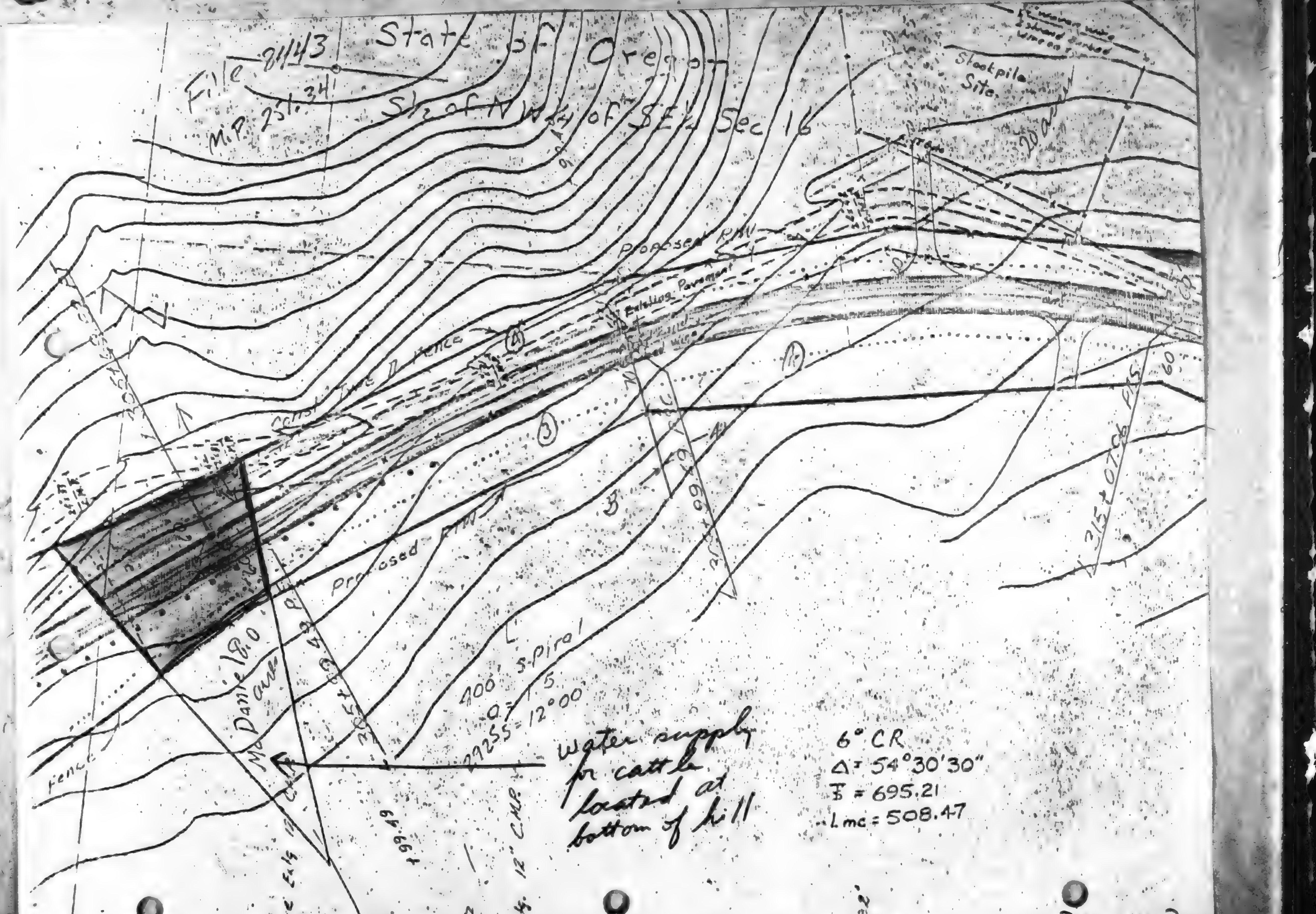
Regional Engineer


PRELIMINARY COPY
SUBJECT TO CHANGE
3 Wires (Top)
4 Wires (Bottom)
+07.48
3100
36" Culvert Pipe 82'
Inlet Ditch
Exc. 76 C.Y.
Exc. 64 C.Y.
Exis. 24" C.M.P.
3150
3125
3075
3050
+07.48
3050
3100
START
Rangeland (Sagebrush)
Strand Barb Wire
Proposed
285+10 Abandon Exis. 18" C.M.P.

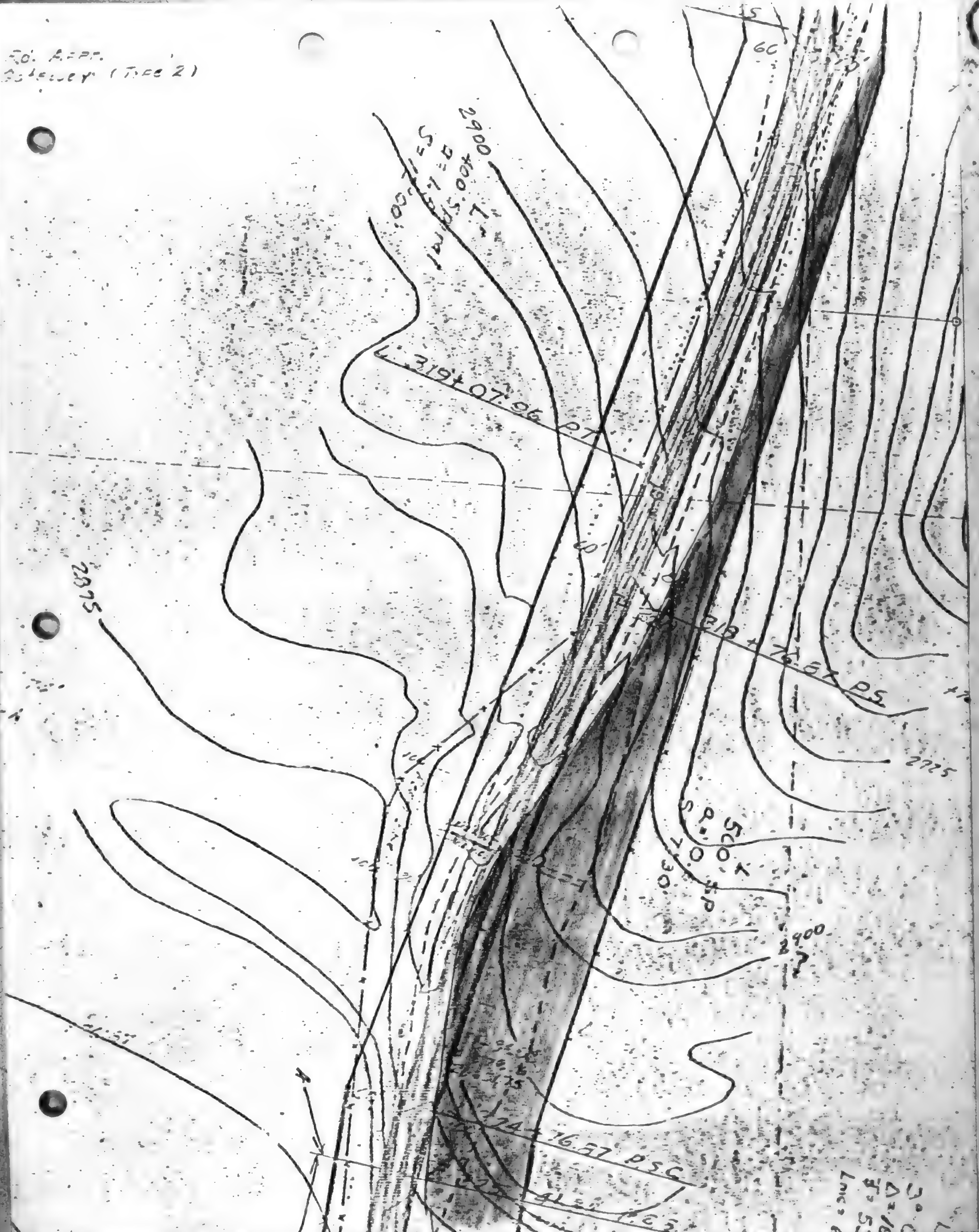
42

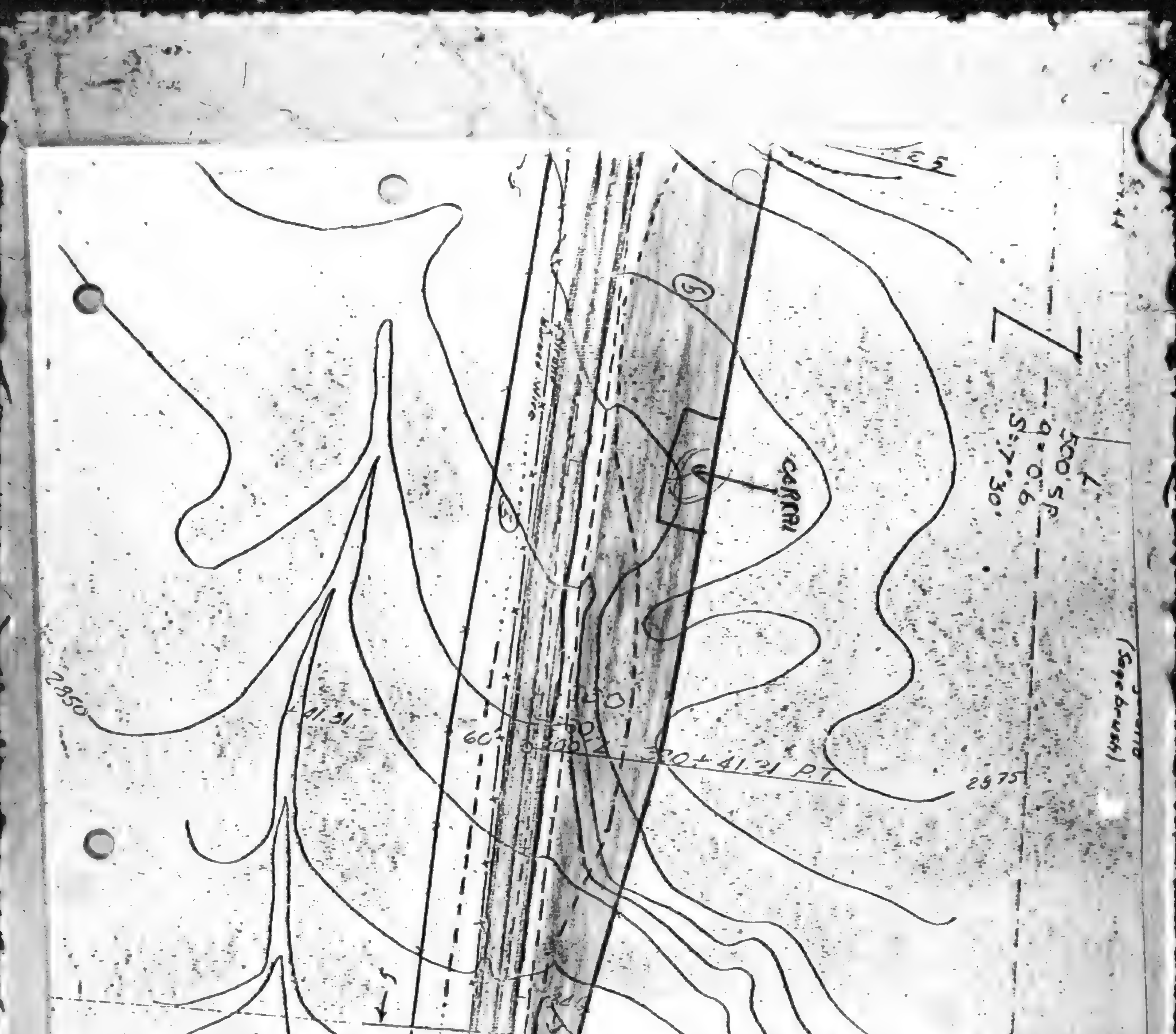

3100
3100
3000
Existing Pavement
29+61.44
400 Spiral
1:1.5
S=12°00'
Δ=4°00'20"
T=563
Spiral

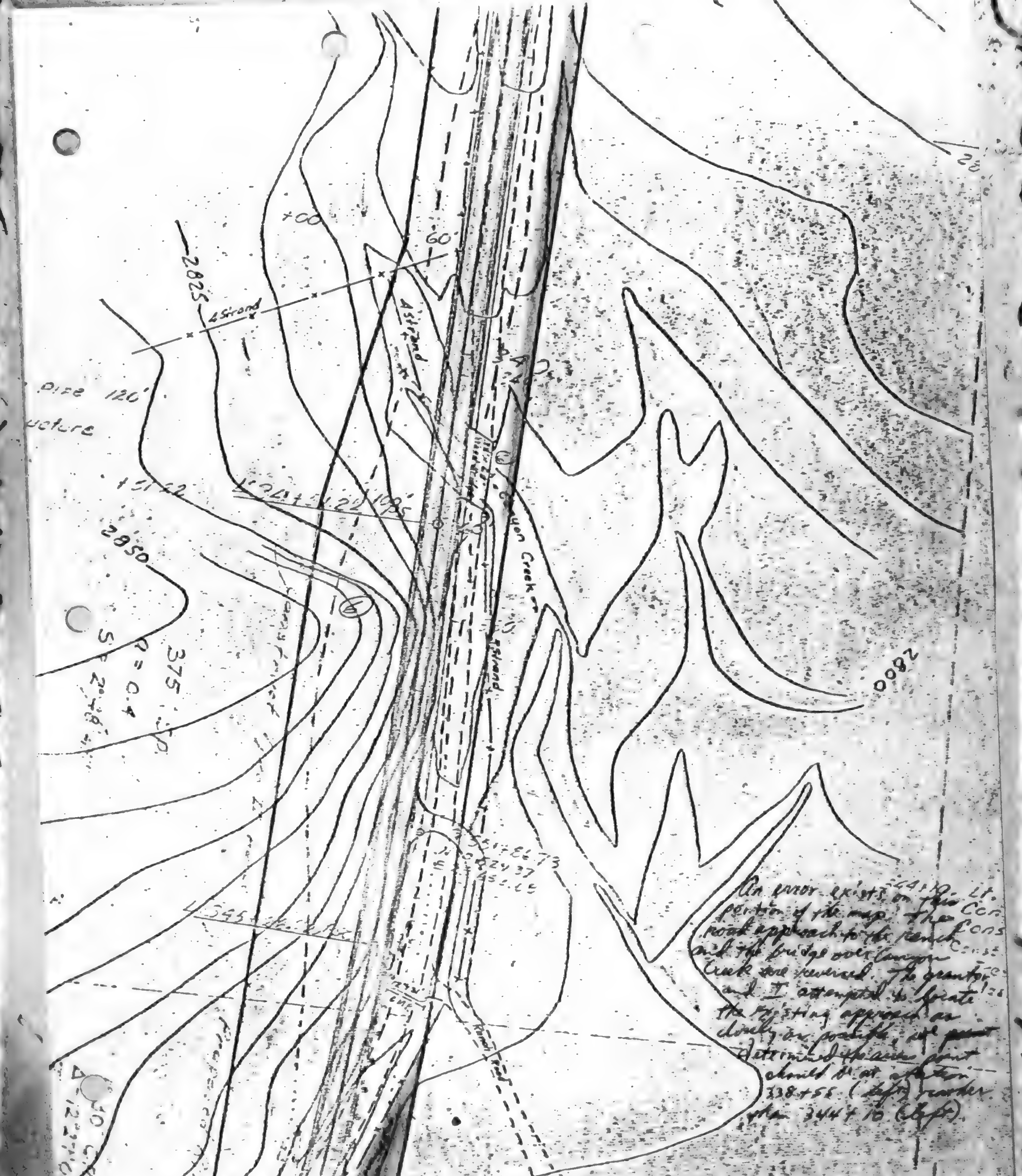

Rangeland (Sagebrush)
6° CL
Δ=35°44'
T=505.92
L=188.61
3050
3025
3000
2975
2950
2950
2975
+69.82
+69.82
③
③
Const. Line & Fence
P.S.C.
P.T.
Rangeland (Sagebrush)
Exist.


File 91143
M.P. 25.34
State of Oregon
S½ of NW¼ of SE¼ Sec 16
Stockpile Site
Proposed R/W
Existing Pavement
Fence
McDaniel 18.0 acres
Proposed R/W
400' Spiral
θ = 1.5
9255 = 12°00
305+99.49
+99.49
Exist 12" CMP
Fence
60
315+07.06 P.T.S.
Water supply for cattle located at bottom of hill
6° CR
Δ = 54°30'30"
T = 695.21
Lmc = 508.47

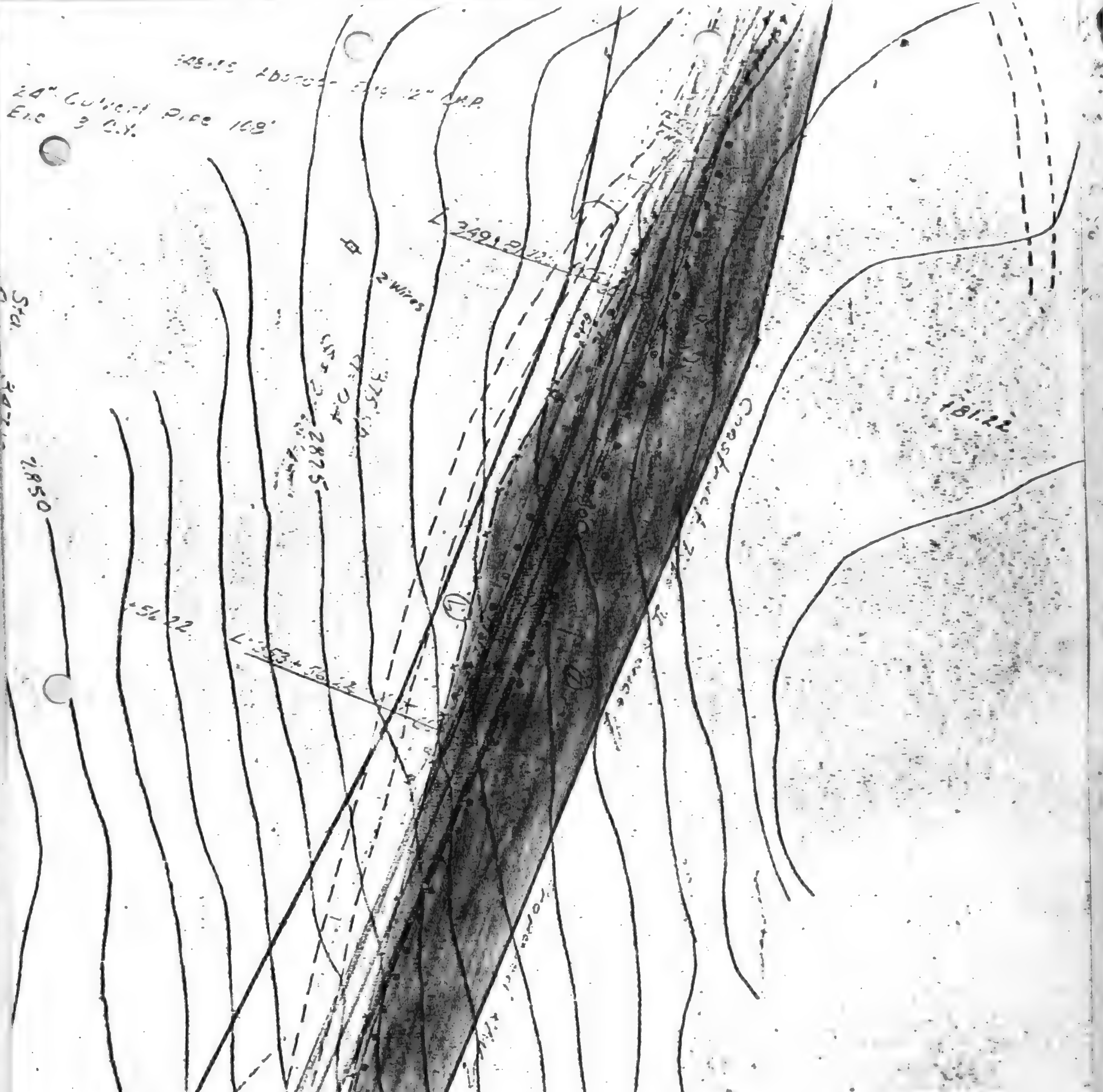
So. Appr.
Subsewer (Type 2)

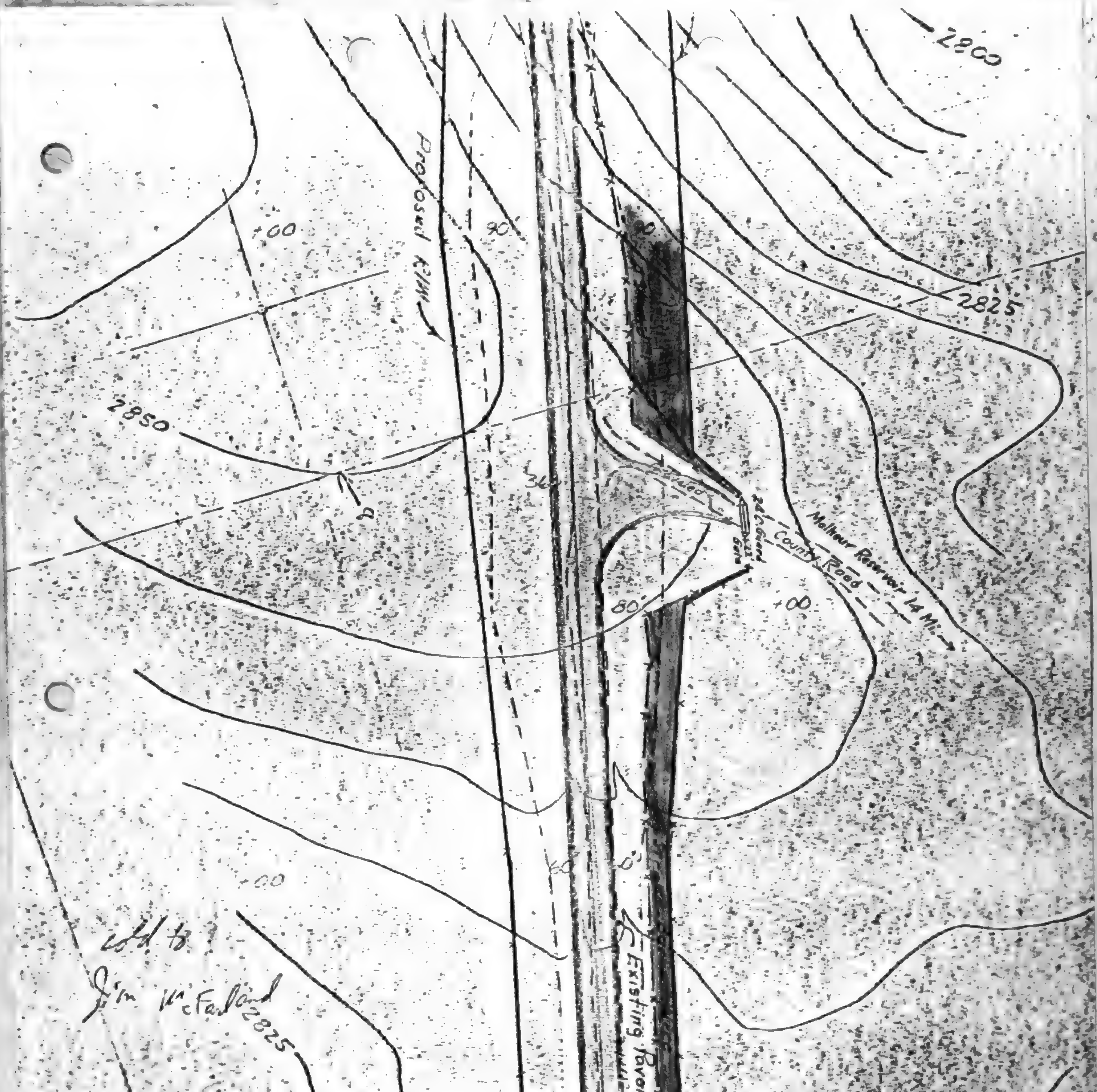

2900
S = 1+00
400+00
319+07.96 PT
318+76.57 P.S.
2725
S.P. 500 + 30.00 SP
2900
?
2875
74+76.57 P.S.C.
61.57 P.C.
66
Δ= 30°


CORRAL
2950
41.31
60
30+41.31 P.T.
2975
500' S.P.
g=0.6
S=7°30'
(Sage brush)
60
2950
CORRAL

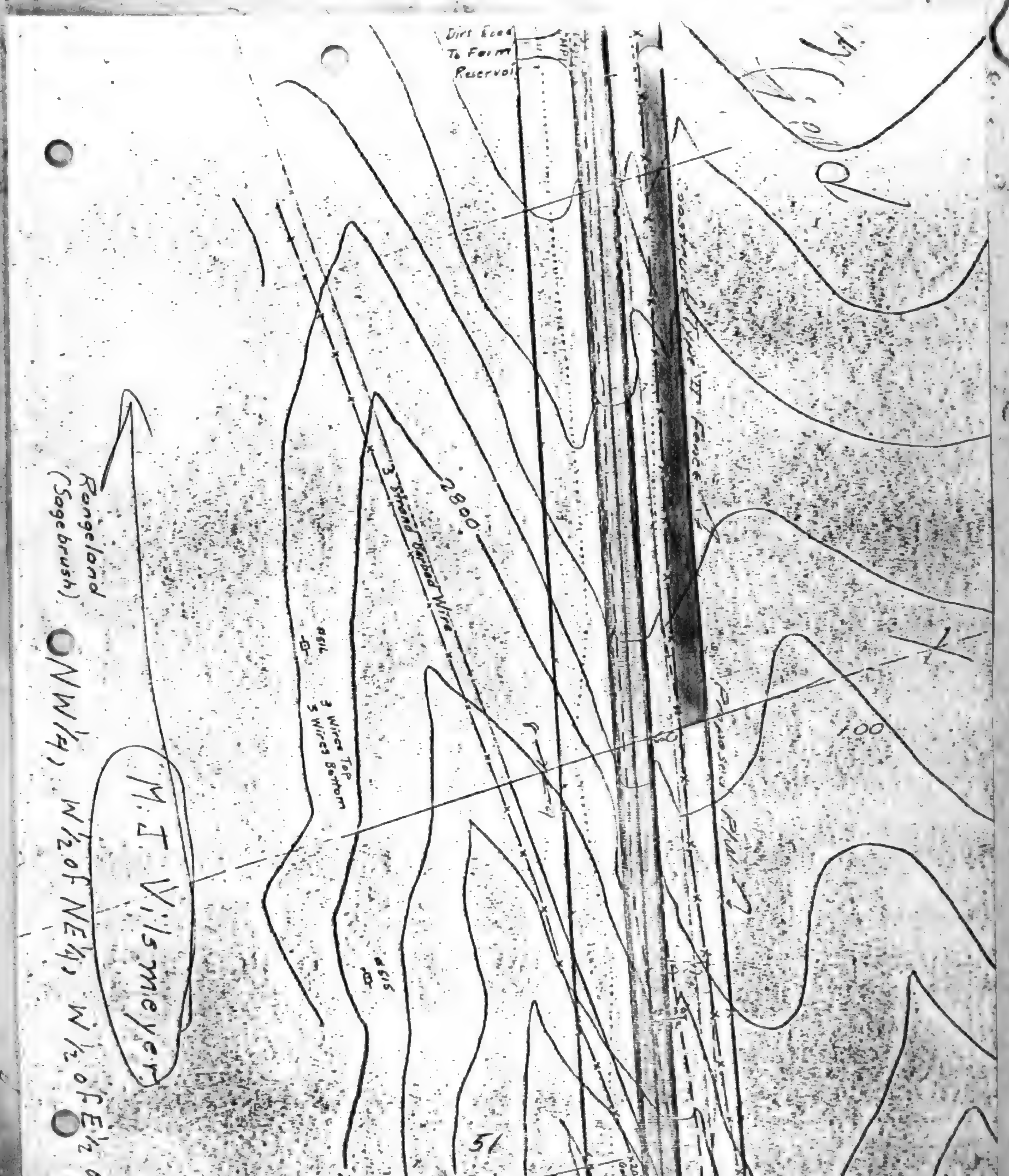

2825
2850
2800
4 Strand
60
+00
pipe 120'
ucture
375
Canyon Creek
3 Strand
Ranch Road

An error exists on this portion of the map. The road approach to the ranch and the bridge over Canyon Creek are reversed. The grantor and I attempted to locate the existing approach as closely as possible. We determined the access point should be at or after 338+56 (Left) rather than 344+10 (Left).


24" Culvert Pipe 109'
Exc. 3 C.Y.
12" CMP
2 Wires
2875
2850
Sta.
+56.22
181.22
2800
30


2800
2825
2850
Proposed R/W
+00
90
+00
80
+00
36
Paved
24' C. Guard
22' Gate
County Road
Malheur Reservoir 14 Mi.
60
+00
Existing Pavement
2825
USBM
3 EDN
1961
Dirt Road

Sold to
Jim McFarland


Dirt Road To Farm Reservoir
Fence
3 Strand Barbed Wire
2800
#516
3 Wires Top
3 Wires Bottom
#515
3 Strand
#514
2800
51
100
Rangeland (Sagebrush)
M.I. Vilsmeyer
NW1/4, W1/2 of NE1/4, W1/2 of E1/2 of NE1/4

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner M. J. Vilsmeyer

File No. 3

Address Brogan, Oregon 97903

Line Designation

Phone 473-2614

Section Brogan Hill-Brogan

Contract Purchaser None

Address N/A

Highway John Day

Phone

Lessee None

County Malheur

Address N/A

Limits of Acquisition:

Total Area 739.84 acres Acquisition Approx. 3.74 ac. Sta. 274+00 Sta. 332+40

Remainder Right 736.1 acres Left ---

Date of Report July 7, 1976

Nature of property acquired: Entirely class VII range land.

How does acquisition affect balance of grantor's property? No effect on remainder of Grantor's property.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control.

Fencing: ☒ Contains Livestock ☐ Does Not Contain Livestock

☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):

None

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Range land	3.74 acres	$50.00	$187.00
Improvements:				
Damages:				

Total Real Property Estimate $187.00

Moving Estimate: $
Additive Estimate: $
Incidental's Estimate: $
Demolition Estimate: $

52

E. Thomas Martin III
Liaison Agent
E. Thomas Martin, III/nmb

E-631 7/1/73
Dist. - Salem, District File [Ref. 16]

The property consists of approximately 740 acres, most of which is class VII range land. The taking is adjacent to the existing highway and does not affect the operation of the remaining parcel.

An additional 500 acres is located south of the taking. The parcel is mostly class VII range land but includes a reservoir which exceeds 40 acres.

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☒ Other White File No. 3

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Vilsmeyer

☐ Acquisition ☐ Relocation ☐ Other Section Brogan Hill-Brogan

Name M. J. Vilsmeyer Address Brogan, Oregon 97903

Documents Delivered: Area of Taking Approx. 3.74 ac. Amount Approved $

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date — All Persons Present and a Statement of the Discussion

7/1/76

M. J. Vilsmeyer
Tom Martin

I met Mr. Vilsmeyer at his store in Brogan. I explained my purpose for meeting with him and showed him the map. I told Mr. Vilsmeyer that we should set the access points and he said he could not see why the two existing approaches would not suffice. Mr. Vilsmeyer signed the access determination list.

Mr. Vilsmeyer stated that he felt the highway needs the most work in Cow Valley, the other side of Brogan Hill summit. He felt that the turns on the highway between Brogan and the summit needed adjustment, but that the other side of the summit should have priority.

54

By E. Thomas Martin III
Right of Way Agent
E. Thomas Martin, III/nmb

FORM 81-734-3708

Use reverse side (tumblehead)

File No. 3

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

Station	Side	Access Width	Approach Width	To Be Constructed By
~~294+25~~	~~Right~~	~~16'~~	~~35'~~	~~State~~ ETM
314+10	Right	20'	35'	State
367+00	Right	16'	35'	State

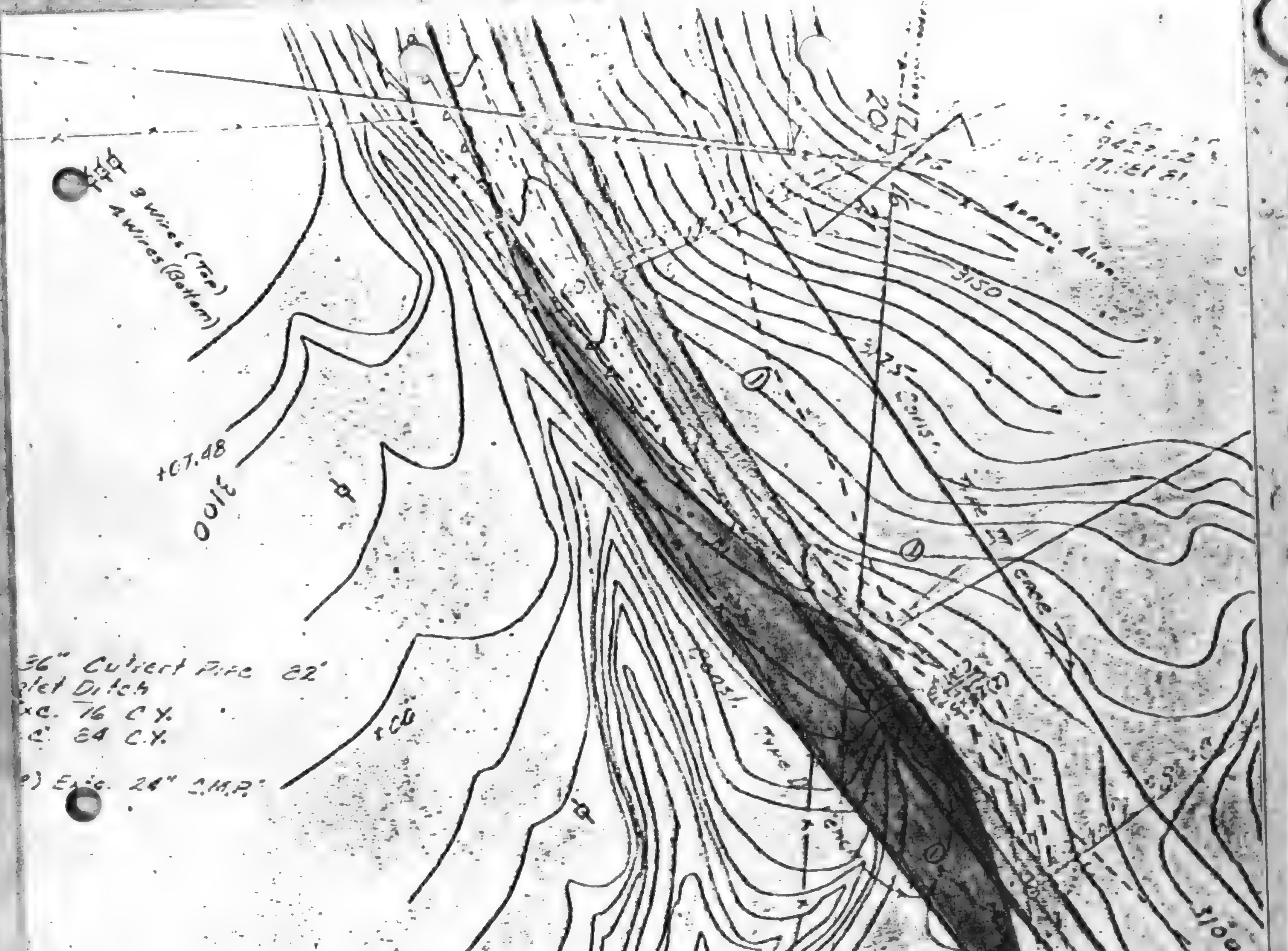
M. J. Vilsmeyer

Property Owners

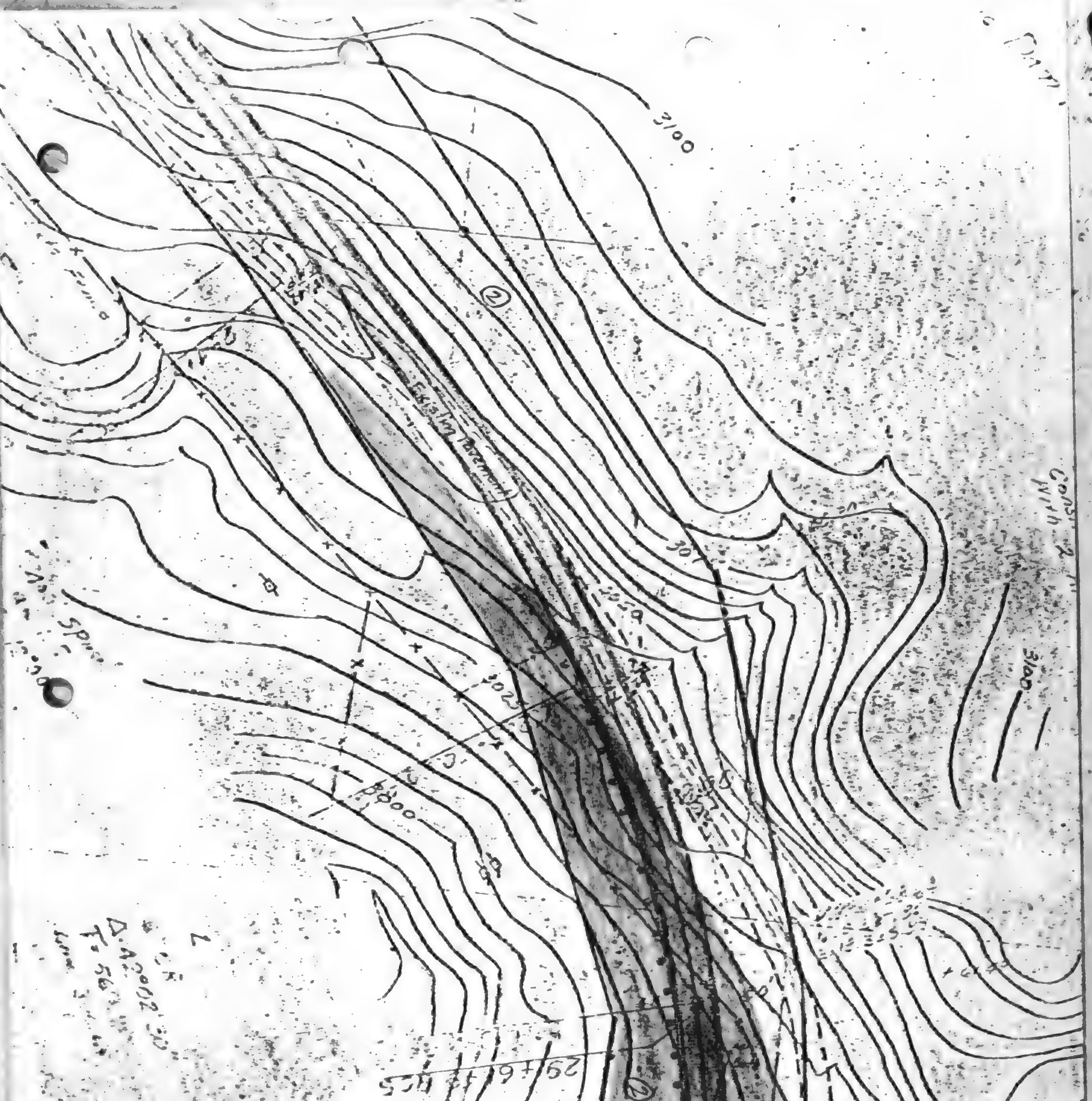
E. Thomas Martin III
Liaison Agent

Resident Engineer

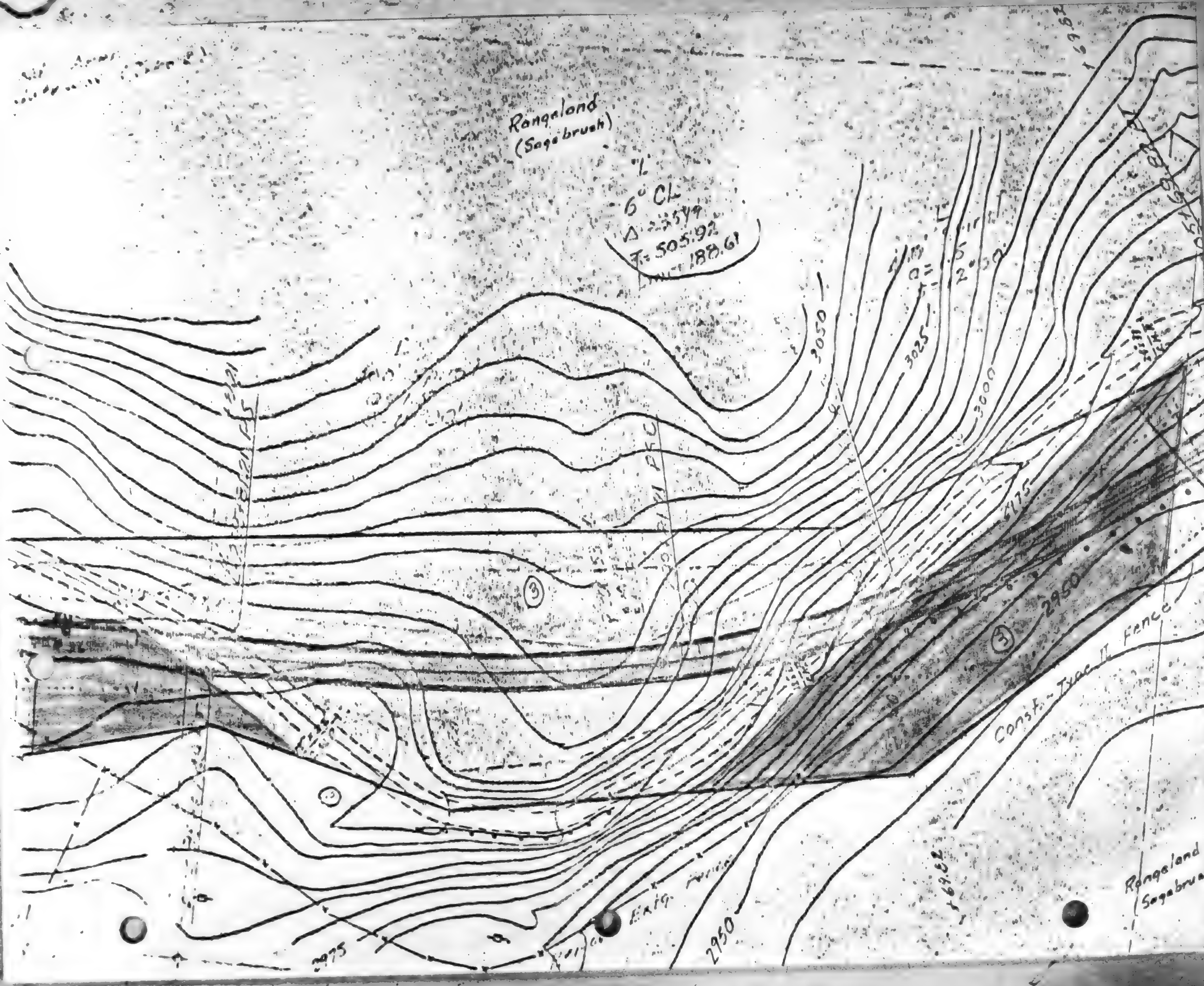
Regional Engineer

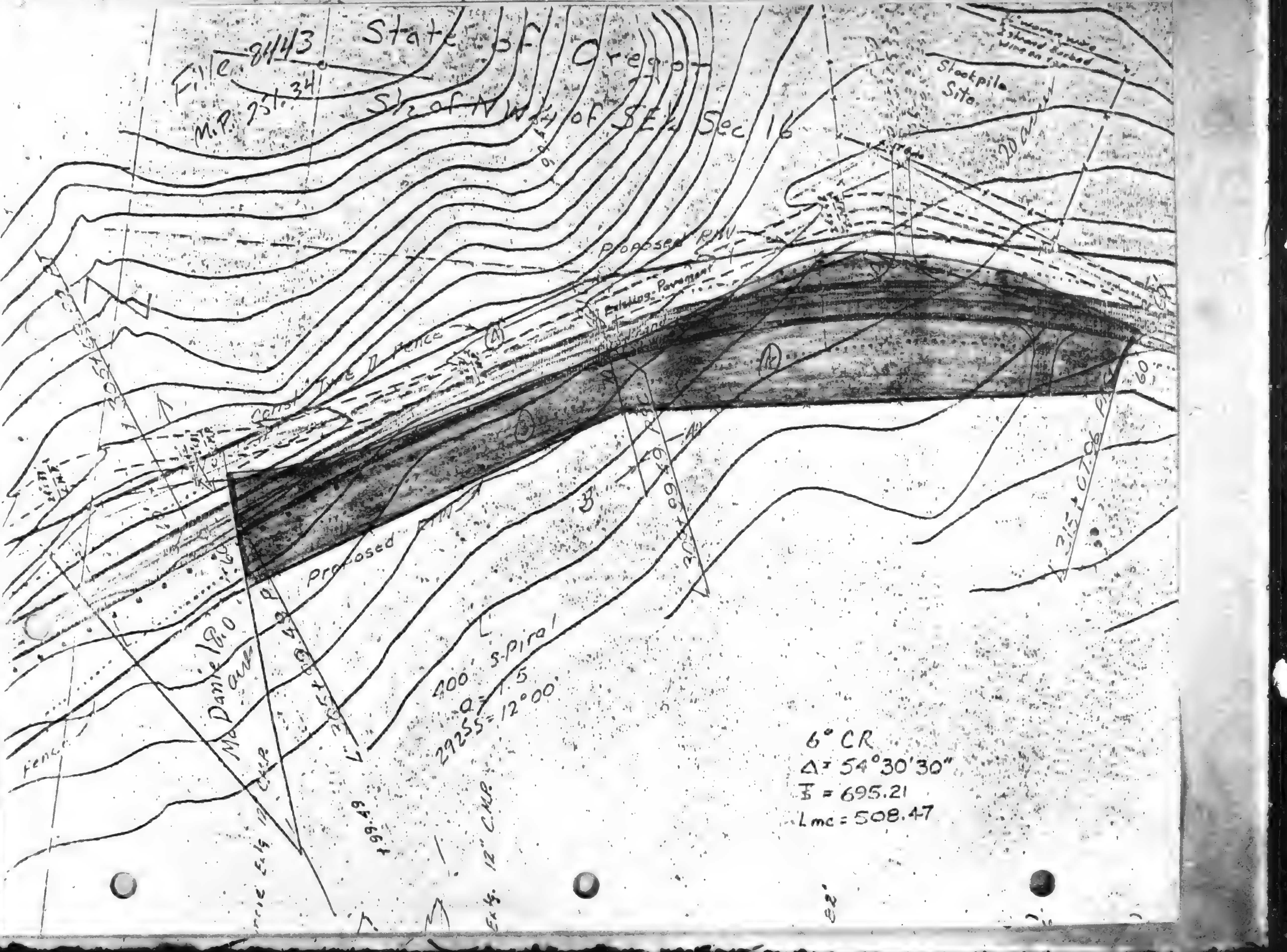

3 Wires (Top)
4 Wires (Bottom)
+07.48
3100
36" Culvert Pipe 82'
let Ditch
xc. 16 C.Y.
c. 84 C.Y.
e) Exis. 24" C.M.P.
+00
3075
3050
+07.48
Rangeland
(Sagebrush)
3150
3125 Contrs.
3100
+Strand
Barbwire
Access Along
Proposed
285+10 Abandon Exis 18" CMP

PRELIMINARY COPY
SUBJECT TO CHANGE

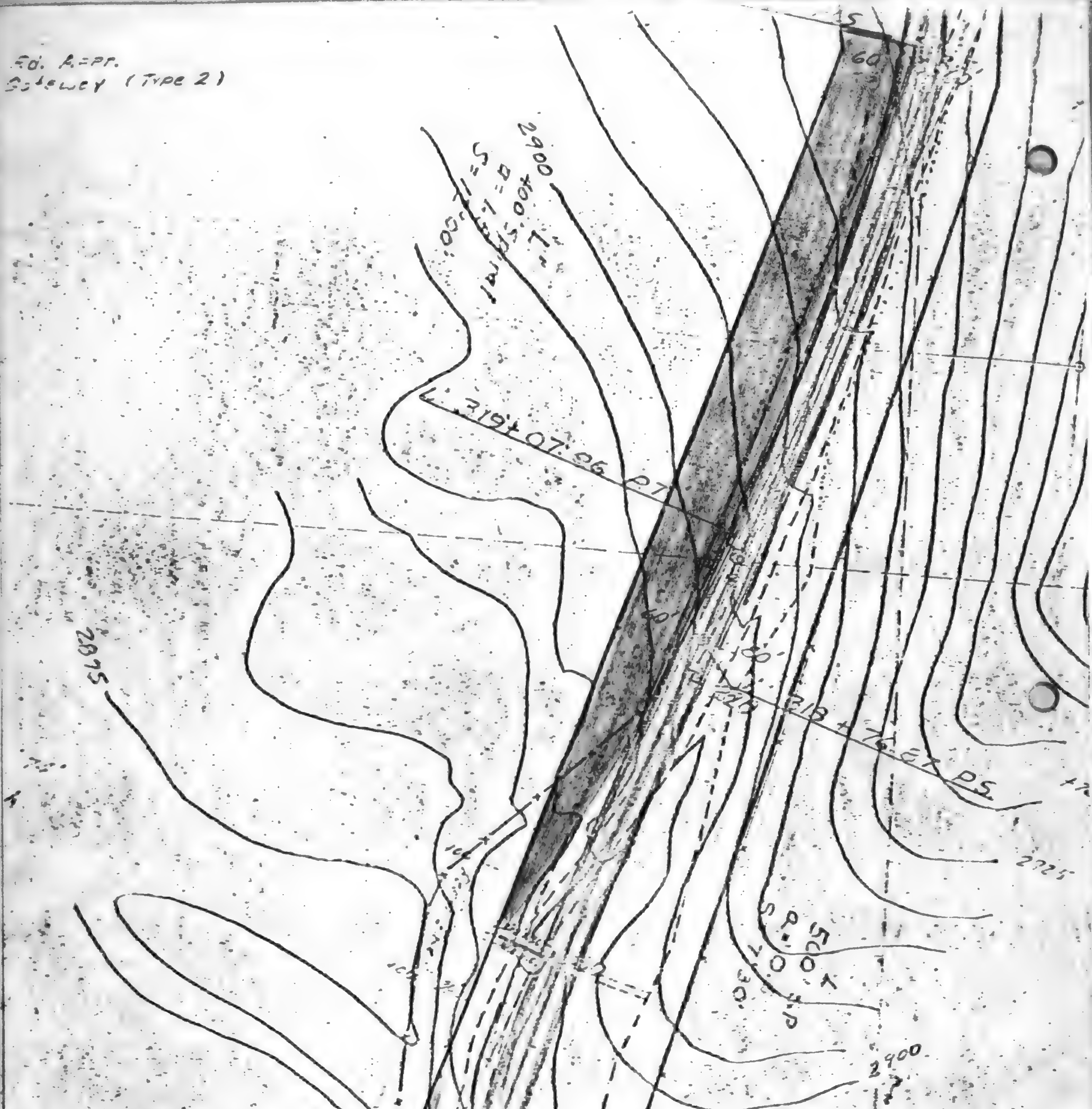


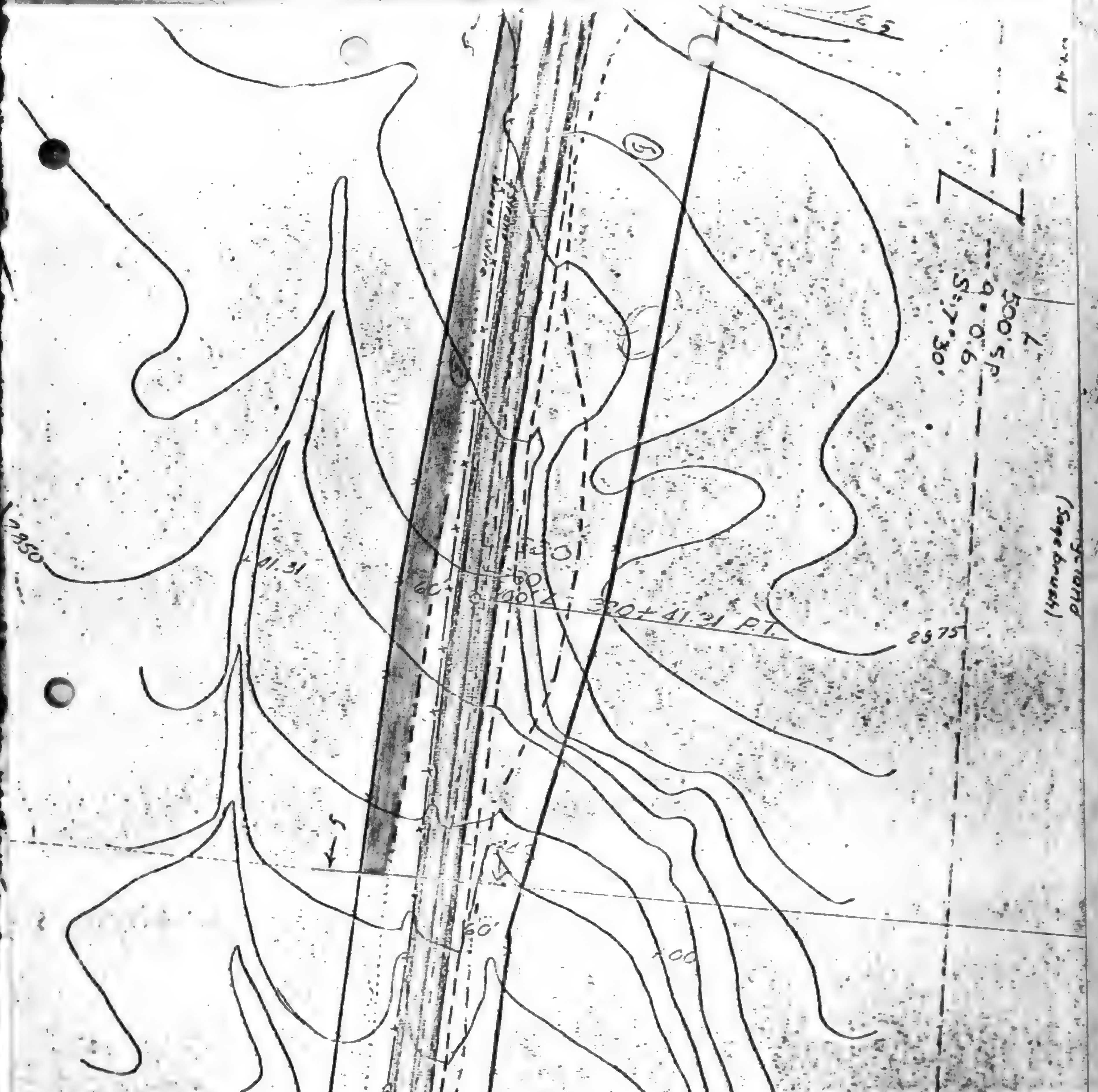
3100
②
Existing Pavement
3050
3025
3000
3100
Const. with 2
29+64.12 P.C.S.
②
Δ=22°02'30"
400 Spiral
= 1.5
S=12°00'
30


Rangeland
(Sagebrush)
6° CL
Δ 23°59'
T= 505.92
188.61
3050
3025
3000
3175
2950
2975
③
③
③
Const. Type II Fence
Extg. Fence
+69.82
+69.82
Rangeland
(Sagebrush)


File 8443
M.P. 75.34
State of Oregon
S½ of NW¼ of SE¼ Sec 16
Stockpile Site
20 acre
Proposed R/W
Existing Pavement
Const. Type II Fence
Proposed R/W
Fence
McDaniel 18.0 acres
Exg. 12" CMP
Exg. 12" CMP
305+09.49 P.S.
+99.49
400' S-Piral
θ = 7.5
29255 = 12°00'
305+09.49 P.S.C.
315+07.06 P.S.C.
305+69.49
60
6° CR
Δ = 54°30'30"
T = 695.21
Lmc = 508.47
82'

Ed. Appr.
Subway (Type 2)


2900
"L"
400+00 S. Spiral
θ = 1°
S = 1'00"
219+07.06 P.T.
2875
219+76.57 P.S.
S.P. 500 Y
O.T. 30'
2900
2925
224+16.57 P.S.C.
60


2950
41.31
60'
60'
100'
320+41.31 P.T.
2875
60'
400
2850
61
L
500.5P
9°06'
S 7°30'
(Sage brush)

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Roger B. and Shirley E. Jones

File No. 4

Address Brogan, Oregon 97903

Line Designation

Phone 473-2855

Section Brogan Hill-Brogan

Contract Purchaser None

Address N/A

Highway John Day

Phone

Lessee None

County Malheur

Address N/A

Limits of Acquisition:

Total Area 405+ acres Acquisition Approx. 11.39 ac Sta. 376+30 Sta. 415+80

Remainder Right 393+ acres Left ---

Date of Report July 7, 1976

Nature of property acquired: Class V range land and irrigated hay.

How does acquisition affect balance of grantor's property? Cuts into hay field but no damages result.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control

Fencing: ☒ Contains Livestock ☐ Does Not Contain Livestock

☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):

*See reverse

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Irrigated hay	5.4 acres	$700.00	$3,780.00
	Range	6.0 acres	$75.00	450.00
Improvements:	Perm. Easement	1.19 acres	$100.00	191.00
	Temp. Easement		$50.00	50.00
Damages:				

Total Real Property Estimate $ 4,471.00

Moving Estimate: $

Additive Estimate: $

Incidental's Estimate: $

Demolition Estimate: $

62

E. Thomas Martin III

Liaison Agent

E. Thomas Martin, III/nmb

E-631 7/1/73

Dist. - Salem, District File [Ref. 16]

This property consists of a combination grazing and irrigated hay land.

Between stations 376+30 and 388+30 only range land is within the proposed taking. Between stations 398+00 and 408+50 the proposed alignment runs through an irrigated hay field; likewise between stations 410+00 and 415+60.

Also, a mobile home and haystack area, approximate station (for both) 396+80, lie within the path of the new alignment and will need to be moved.

An electric pump, belonging to the Orchard Water Company, is at station 413+50; this will have to be moved to the left side of the road so as to provide the water necessary for irrigation. No cost estimate for this is included.

Total estimate, excluding fencing, for this file is as follows:

Real property acquisition	$4,471.00
Trailer and hay moving	150.00
TOTAL	$4,621.00

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White

☒ Liaison ☐ Appraisal ☒ Other White

☐ Acquisition ☐ Relocation ☐ Property Mgmt.

☐ Other

File No. 4

Last Name Jones

Section Brogan Hill-Brogan

Name Roger B. and Shirley E. Jones

Address Brogan, Oregon 97903

Area of Taking Approx. 11.39 ac

Amount Approved $

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
7/1/76	Roger B. Jones Tom Martin Mr. Jones was aware of the route of the proposed alignment because he remembered the survey. He mentioned that the alignment runs through the area where he has a mobile home set up. I mentioned that this item might fall under the relocation guide lines, but he said he might just move it himself soon. Mr. Jones reviewed the access points with me and signed the access determination list. He noticed on the map that the plan is to rechannel an irrigation ditch on the left side of the road between stations 408+00 and 415+00. An electric pump, owned by the Orchard Water Company, is located at station 413+50 (right); the pump is on the left side of the existing road, but would be on the right side of the proposed alignment. Mr. Jones felt it might be easier to divert the ditch under the road to the pump rather than moving the pump to the left side. By keeping the pump in its present spot we would not damage approximately one acre of an irrigation hay field. Mr. Jones seemed satisfied with the project as proposed, for he did not voice any complaints.

64

By E. Thomas Martin, III
Right of Way Agent
E. Thomas Martin, III/nmb

Use reverse side (tumblehead)

FORM 81-734-3708

File No. 4 and 5

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

Station	Side	Access Width	Approach Width	To Be Constructed By
377+00	RIGHT	16'	35"	State
389+50	RIGHT	16'	35'	State
397+00	LEFT	16'	35'	State
403+50	LEFT and RIGHT	20'	35'	State
408+00	LEFT and RIGHT	16'	35'	State
416+00	RIGHT	16'	35'	State
429+00	RIGHT	16'	35'	State

Roger B. Jones

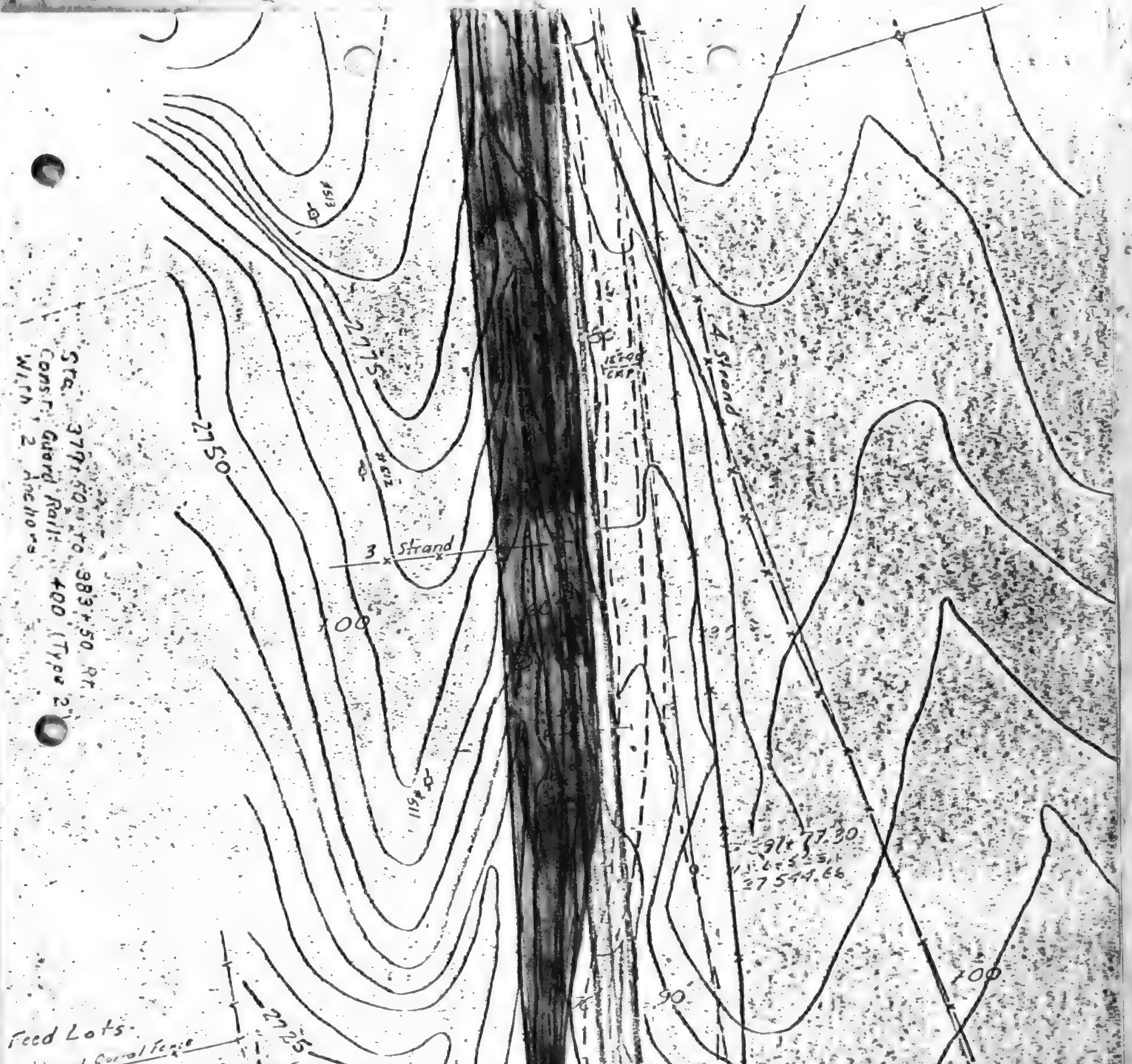
Property Owners

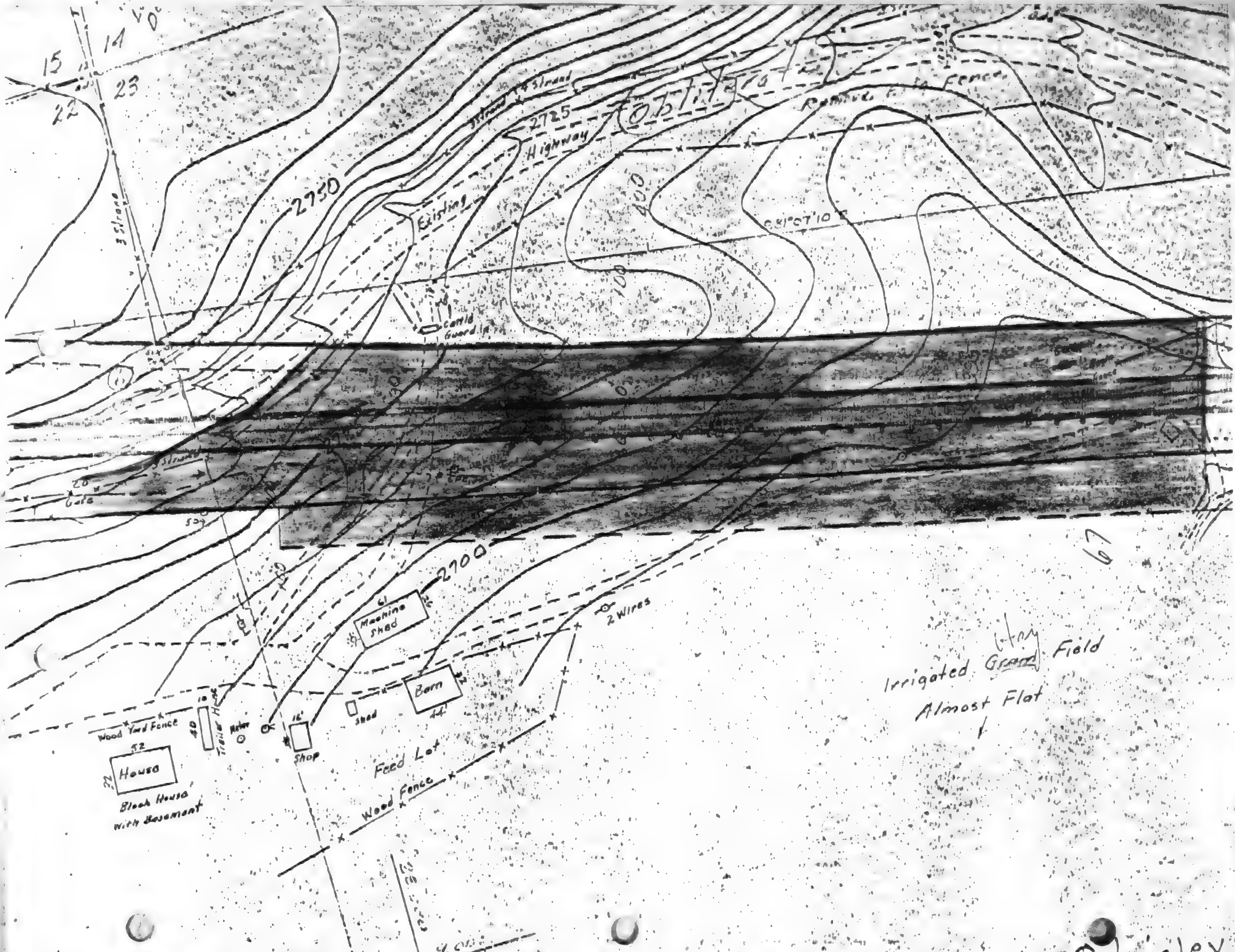
E. Thomas Martin III
Liaison Agent

Resident Engineer

Regional Engineer

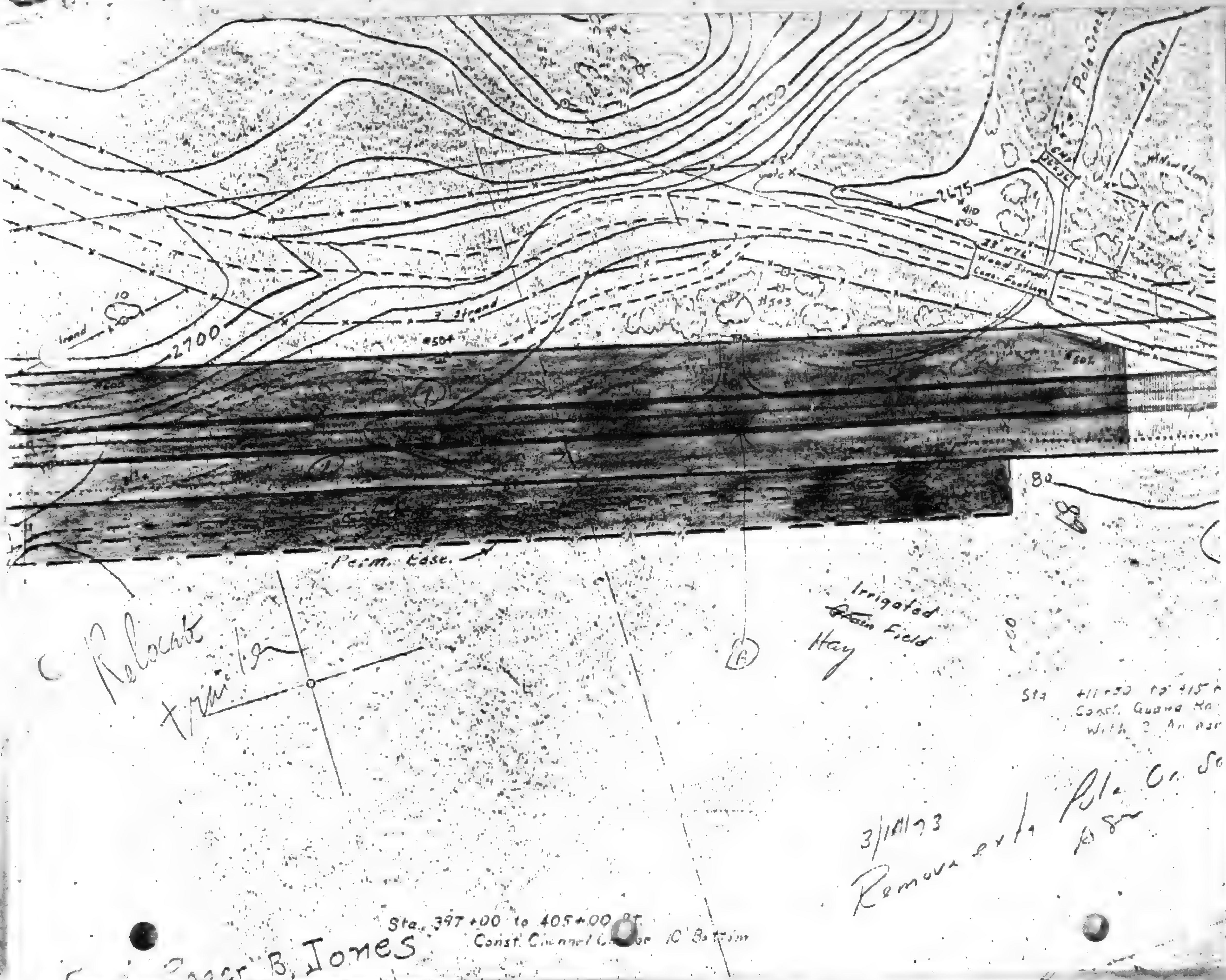
65


Sta. 379+50 to 383+50 Rt.
Const. Guard Rail 400 (Type 2)
With 2 Anchors
2775
2750
2725
#513
#512
#511
3 Strand
4 Strand
100
100
90
66
15
14
23
3 Strand
Feed Lots
Wood Corral Fence
3 Scores
House
Block House
With Basem
Wood Yard Fence
391+77.30
27544.66


15
14
22
23
V0
3 Strand
4 Strand
2750
2725
Existing
Highway
Remove Fence
Fence
400
100
Cattle Guard
Gate
2700
61
Machine Shed
Barn
44
Shed
16'
Shop
Meter
Trailer House
40
10
Wood Yard Fence
52
32
House
Block House with Basement
Feed Lot
Wood Fence
2 Wires
Irrigated ~~Grain~~ Hay Field
Almost Flat
67

Sta. 391+00 to 396+50 Rt.

Shirley


2700
2700
2675
3 Strand
#504
#503
410
28' x 76' Wood Street Cons. Footings
Pole Creek
3 Strand
Perm. Ease.
Irrigated ~~Grain~~ Field
Hay
80

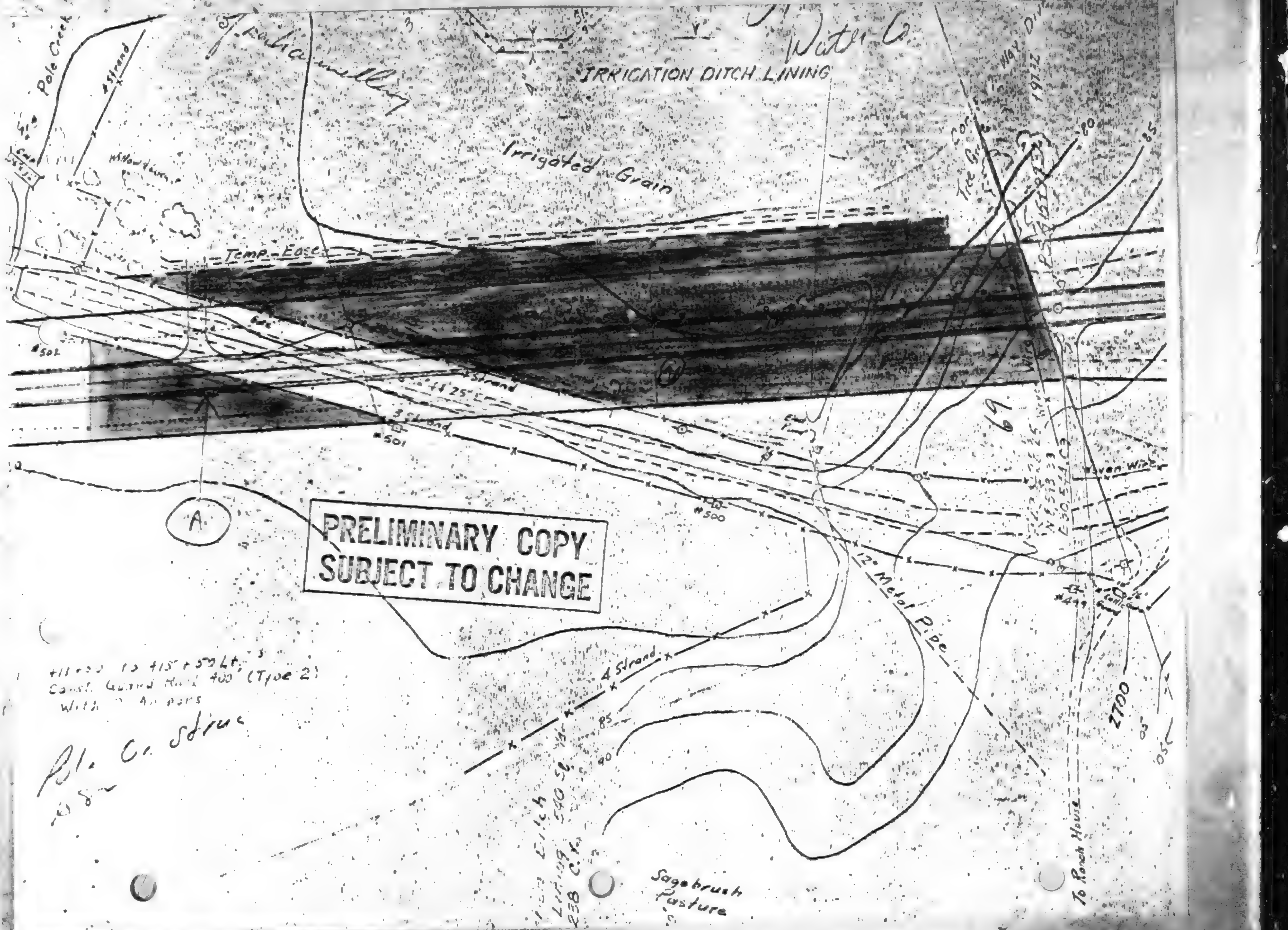
Relocate trailer

Sta 411+50 to 415+
Const. Guard Ra
With 2 Anchor

3/18/93
Remove ext. Pole Cr. St

Sta. 397+00 to 405+00 Rt
Const. Channel C... 10' Bottom

Roger B. Jones



PRELIMINARY COPY
SUBJECT TO CHANGE

Pole Creek
4 Strand
Willow trees
IRRIGATION DITCH LINING
Water Co.
Irrigated Grain
Temp. Ease.
Ease.
3 Strand
#502
#501
#500
#499
A
12" Metal Pipe
4 Strand
85
90
80
85
Tree Grove
Woven Wire
Wire
69
N 5,513.33
E 30,574.C3
197.32
2700
To Ranch House
Sagebrush Pasture
Ditch Lining 540 Sq. Yds. 238 C.Yds.
411+50 to 415+50 Lt.
Const. Guard Rail 400' (Type 2)
With 2 Anchors
Pole Cr. Sdrive

AISON ESTIMATE OF RIGHT OF WAY COST

Owner Shirley E. Jones

File No. 5

Address Cairo Junction, Ontario, Oregon 97914

Line Designation

Phone 889-3931

Section Brogan Hill-Brogan

Contract Purchaser None

Address N/A

Phone

Highway John Day

Lessee None

County Malheur

Address N/A

Limits of Acquisition:

Total Area 19.17 acres Acquisition 0.35 acre

Sta. Sta.

Remainder Right 18.82 acres Left ---

Date of Report July 7, 1976

Nature of property acquired: Class VII range land.

How does acquisition affect balance of grantor's property? No effect.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control

Fencing: ☒ Contains Livestock ☐ Does Not Contain Livestock

☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):

None

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Range	0.35 acre	$50.00	$50.00
Improvements:				
Damages:				

Total Real Property Estimate $50.00

Moving Estimate: $

Additive Estimate: $

Incidental's Estimate: $

Demolition Estimate: $

70

E. Thomas Martin

Liaison Agent

E. Thomas Martin, III/nmb

E-631 7/1/73

Dist. - Salem, District File [Ref. 16]

REPORT OF PERSONAL INTERVIEW ☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☒ Other White File No. 5

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Jones

☐ Acquisition ☐ Relocation ☐ Other Section Brogan Hill-Brogan

Name Shirley E. Jones Address Cairo Junction, Oregon

Documents Delivered:

Area of Taking Approx. 0.35 ac. Amount Approved $

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
7/1/76	Roger Jones Tom Martin Mrs. Jones lives in Cairo Junction so Mr. Jones discussed this area also. The only point of discussion was the access at station 416+00. This access point is on the access determination list for file #4, Roger B. and Shirley E. Jones.

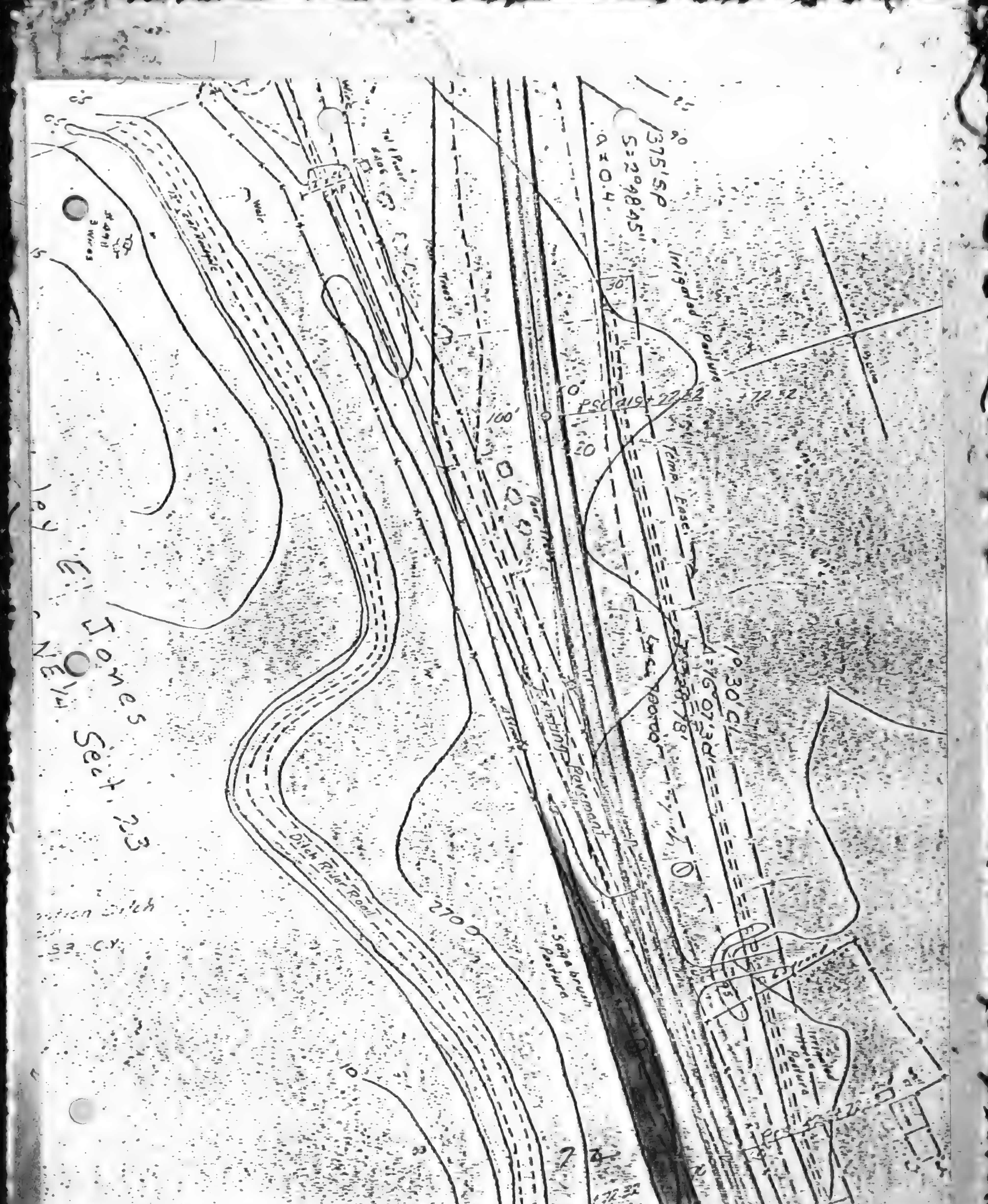
71 By E Thomas Martin III

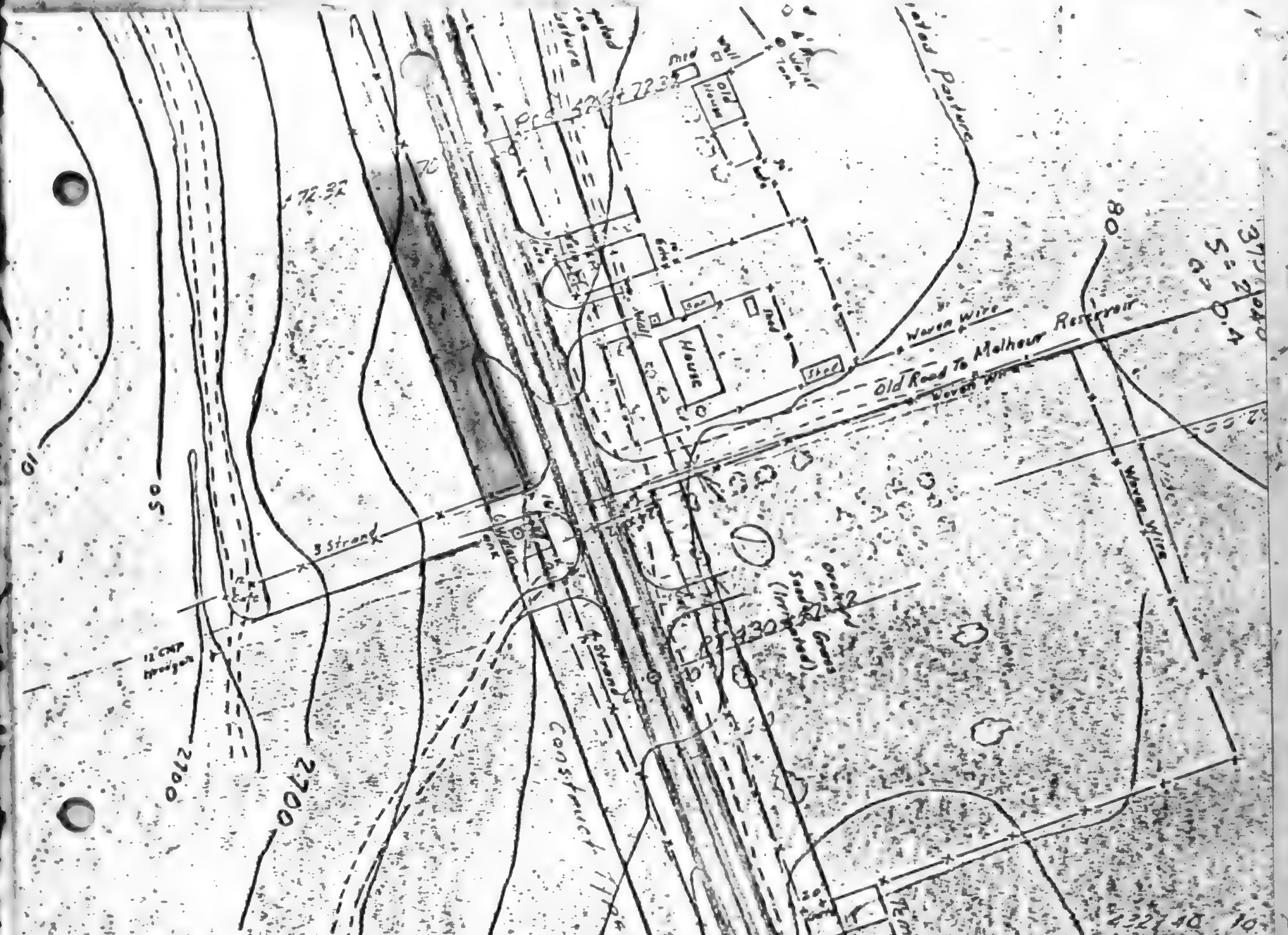
Right of Way Agent

E. Thomas Martin, III/nmb

FORM 81-734-3708

Use reverse side (tumblehead)


1375' SP
S=2°48'45"
a=0.4
Irrigated Pasture
30
PSC 419+22.52
+72.52
50'
100'
20
Temp. Ease.
1°30' C.L.
Δ=16°07'30"
R=2000'
Existing Pavement
Ditch Rider Road
2700
Sagebrush Pasture
Irrigated Pasture
Tel Power
10
15
Ivey E. Jones
NE1/4 Sect. 23
ation Ditch
53 C.Y.


Old Road To Malheur Reservoir
Woven Wire
Woven Wire
Woven Wire
House
Old House
Shed
Well
Tank
3 Strand
4 Strand
12" CMP
Pasture
Orchard
Construct Type II Fence
Proposed R/W
Temp. Ease.
2475
2475
2700
2700
2322.40
10
80
50
70
73
72+32
S = 0.4

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Emma Blackburn Yerkes

File No. 6

Address 11990 N.W. Marshall, Portland, Oregon 97229

Line Designation

Phone

Section Brogan Hill-Brogan

Contract Purchaser None

Address N/A

Highway John Day

Phone

Lessee Yes

County Malheur

Address

Limits of Acquisition:

Total Area 38.76 acres Acquisition Approx. 2.91 ac.

Sta. 415+80 Sta. 428+00

Remainder Right --- Left 35.85 acres

Date of Report July 7, 1976

Nature of property acquired: Irrigated pasture

How does acquisition affect balance of grantor's property? No effect

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control.

Fencing: ☒ Contains Livestock ☐ Does Not Contain Livestock

☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):

None

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Irrigated pasture	2.91 acres	$500.00	$1,455.00
~~Improvements~~:	Temp. Easement		$50.00	50.00
Damages:	Irrigated pasture	0.28 acre	$300.00	84.00

Total Real Property Estimate $1,589.00

Moving Estimate: $
Additive Estimate: $
Incidental's Estimate: $
Demolition Estimate: $

74

E. Thomas Martin III

Liaison Agent
E. Thomas Martin, III/nmb

E-631 7/1/73

Dist. - Salem, District File [Ref. 16]

This parcel is all irrigated pasture, utilized for grazing of horses.

At the east end of the property, stations 415+80 to 419+00, the proposed taking will sever approximately 0.28 acres. This land will probably be damaged since there will be no effectual use. If the Grantor does not wish to retain this area, the only alternative would be resale to adjoining owner across the existing road (file #5).

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other________ ile No. 6

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Yerkes

☐ Acquisition ☐ Relocation ☐ Other________ Section Brogan Hill-Brogan

Name Emma Blackburn Yerkes Address 11990 N.W. Marshall, Portland, Oregon 97229

Documents Delivered: Area of Taking Approx. 2.91 ac. Amount Approved $________

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Documents Delivered	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
	No contact with owner. Letter written 7/7/76

76 By E. Thomas Martin III
Right of Way Agent
E. Thomas Martin, III/nmb

FORM 81-734-3708

Use reverse side (tumblehead)

File No. 6
Yerkes

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

Station	Side	Access Width	Approach Width	To Be Constructed By
425+10	LEFT	16'	35'	STATE
427+60	LEFT	16'	35'	STATE

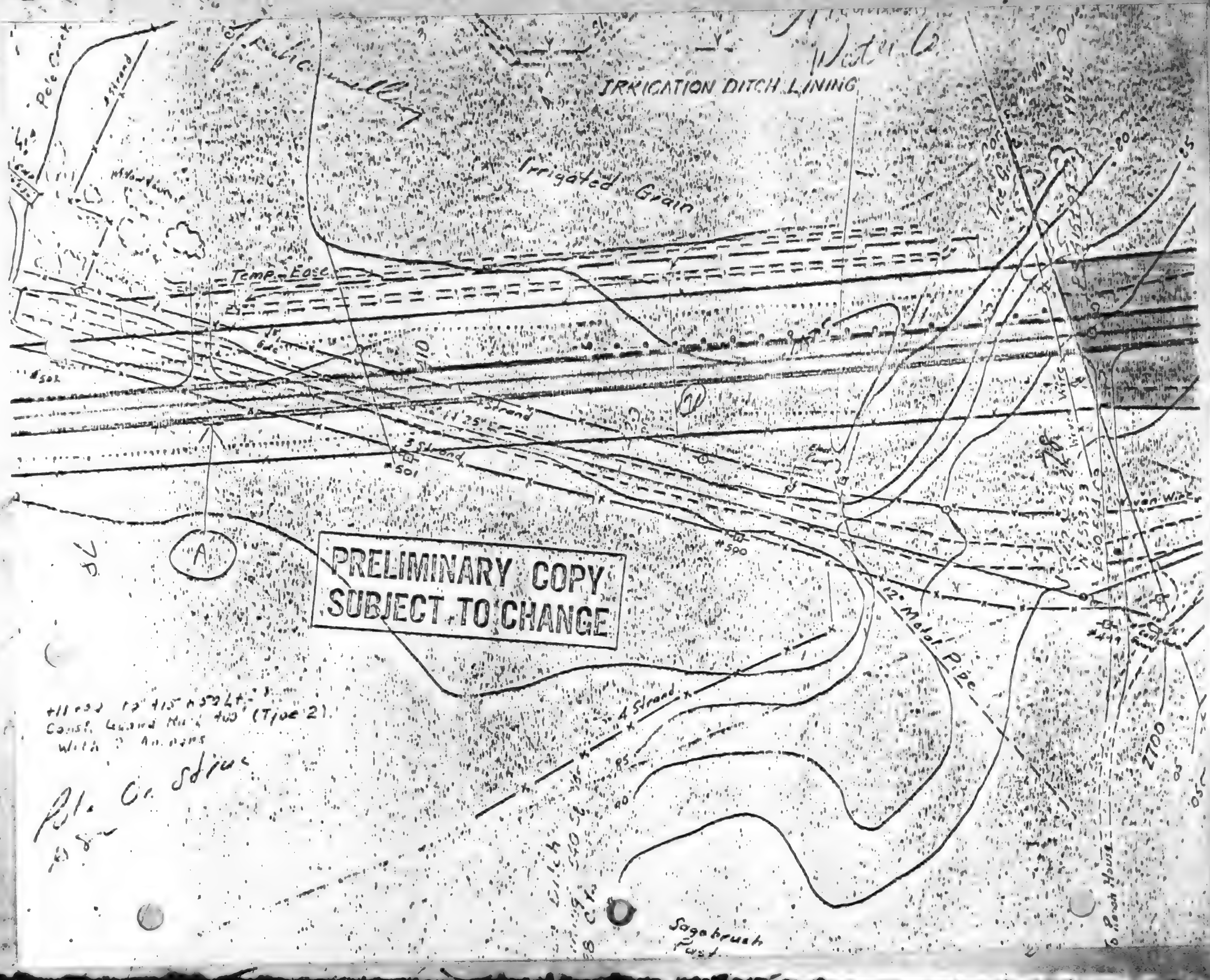
Property Owners

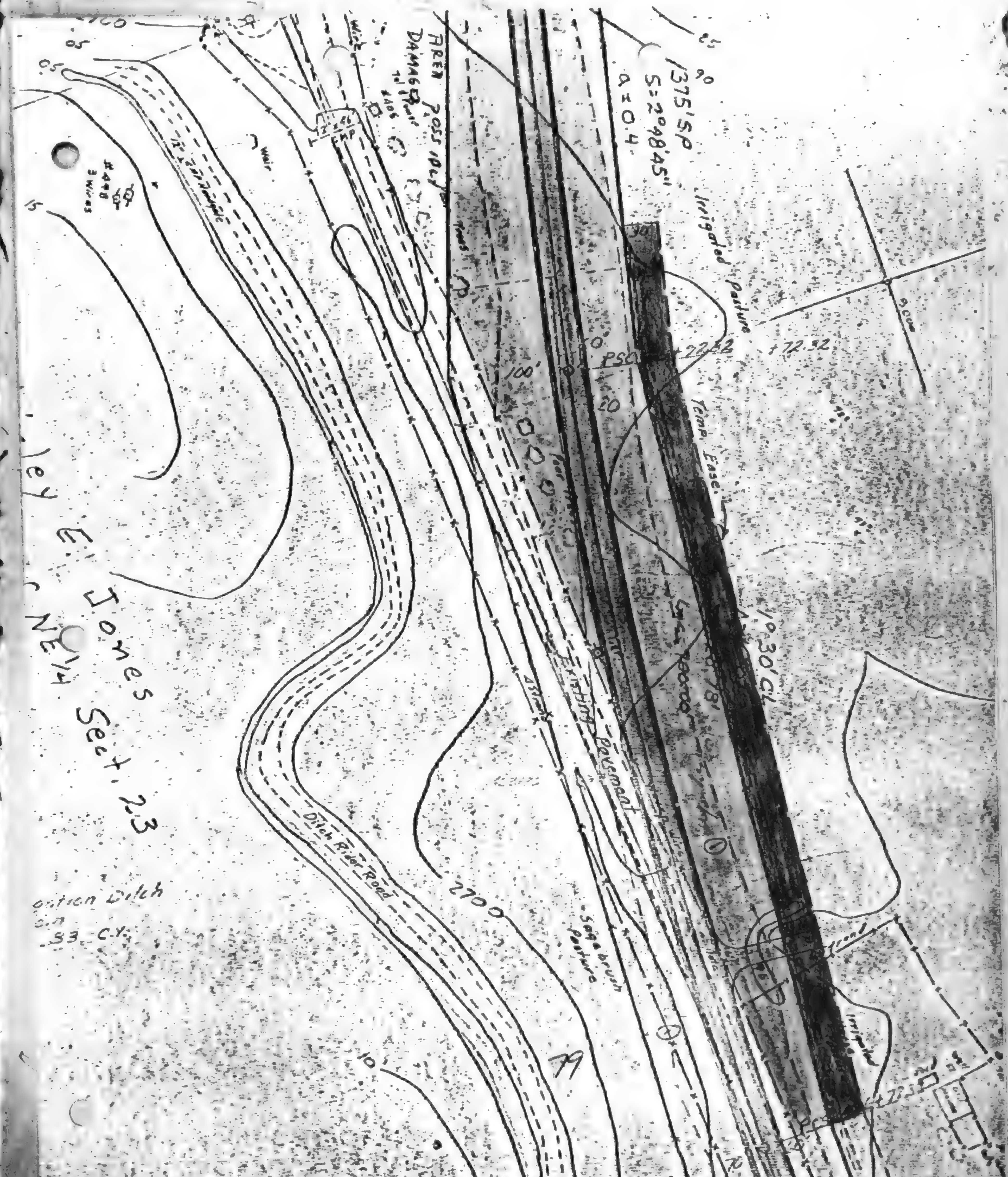
E. Thomas Martin III
Liaison Agent

Resident Engineer

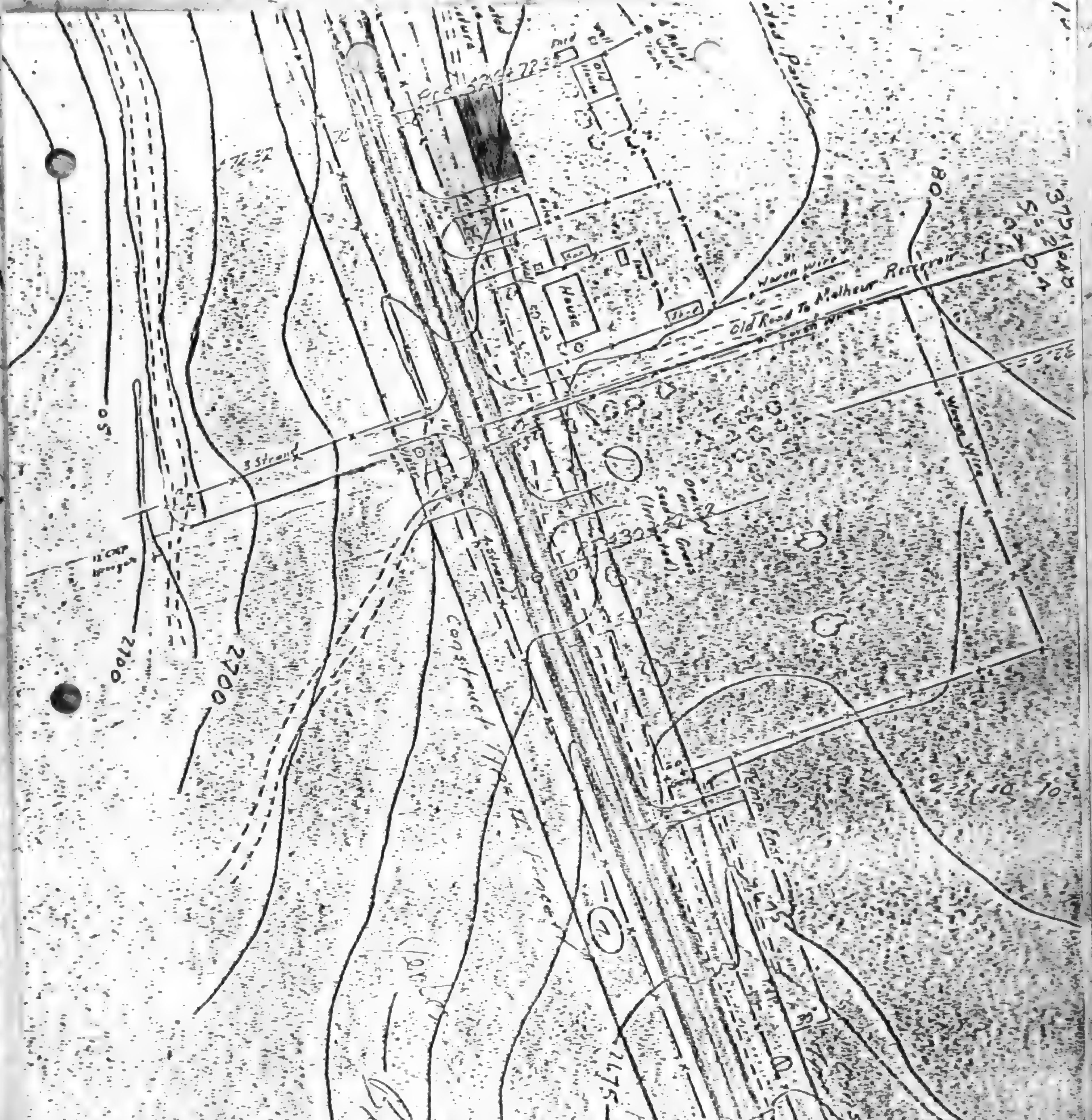
Regional Engineer

77

IRRIGATION DITCH LINING
Irrigated Grain
Pole Creek
3 Strand
Temp. Ease.
PRELIMINARY COPY
SUBJECT TO CHANGE
A
#501
#502
#500
3 Strand
4 Strand
12" Metal Pipe
2700
To Ranch House
Sagebrush
Woven Wire
Pole Cr. Sdiv.
(Type 2)



ley E. Jones
C NE1/4 Sect. 23
AREA LOSS
DAMAGE
1375' S.P.
S=2°48'45"
a=0.4
Irrigated Pasture
Temp. Ease.
PSC
+22.22
+72.32
100'
Existing Pavement
Ditch Rider Road
2700
Sage brush Pasture
Irrigated
Weir
Trees
#408 3 wires
ortion Ditch
33 C.Y.
79
15
10
0.5


Old Pasture
Old House
House
Old Road To Malheur Reservoir
Woven Wire
Woven Wire
3 Strand
80
50
2700
2700
Constructed R.R. Fence
Proposed R/W
Temp. Fence
80

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner J. H. Blackburn

Address 11990 N.W. Marshall, Portland, Ore. 97229

Phone

Contract Purchaser None

Address N/A

Phone

Lessee Yes

Address

Total Area P-1 0.27 acre / P-2 39.1 acres

Acquisition 0.05 acre / 1.83 acres

Remainder Right 37.27 acres Left 0.16 acre

File No. 7

Line Designation

Section Brogan Hill-Brogan

Highway John Day

County Malheur

Limits of Acquisition:

Sta. 428+00 / 429+00 Sta. 429+00 left / 442+60 right

Date of Report July 7, 1976

Nature of property acquired: The property right is class V range land. Property left is homesite.

How does acquisition affect balance of grantor's property? See reverse for left side. No effect on right side.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control.

Fencing: ☒ Contains Livestock ☐ Does Not Contain Livestock

☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Homesite	0.05 acre	$2,000.00 (site)	$ 100.00
	Range	1.83 acres	$75.00	140.00
Improvements:	Landscaping		$500.00	500.00
	Encroachment		$1,000.00	1,000.00
Damages:				

Total Real Property Estimate $1,740.00

Moving Estimate: $
Additive Estimate: $
Incidental's Estimate: $
Demolition Estimate: $

81

E. Thomas Martin III
Liaison Agent
E. Thomas Martin, III/nmb

E-631 7/1/73
Dist. - Salem, District File [Ref. 16]

The property on the left side (see map) is a small 0.27 acre homesite. The property is 160 feet by 70 feet (approximate distances). The house is located approximately 40 feet back from the fenceline, which is also the approximate existing right of way line. The proposed acquisition will take the front 20 feet, or one half the area between the road and the house. Further, the taking would disturb the existing landscaping (trees and shrubs).

I have estimated a value for the landscaping and for encroachment damage, as noted under Valuation, reverse side.

The 39.1 acres on the right side of the road will not be damaged, as the taking consists of a small area along the present road.

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White ☐ Other________ File No. 7

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Blackburn

☐ Acquisition ☐ Relocation ☐ Other________ Section Brogan Hill-Brogan

Name J. H. Blackburn Address 11990 N.W. Marshall, Portland, Ore. 97229

Documents Delivered: Area of Taking Approx. 1.94 ac. Amount Approved $________

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Documents Delivered	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
	No contact with owner. Letter written 7/7/76.

83

By E. Thomas Martin III
Right of Way Agent
E. Thomas Martin, III/nmb

FORM 81-734-3708

Use reverse side (tumblehead)

File No. 7
Blackburn

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

Station	Side	Access Width	Approach Width	To Be Constructed By
429+70	RIGHT	16'	35'	STATE
428+00	LEFT	16'	35'	STATE

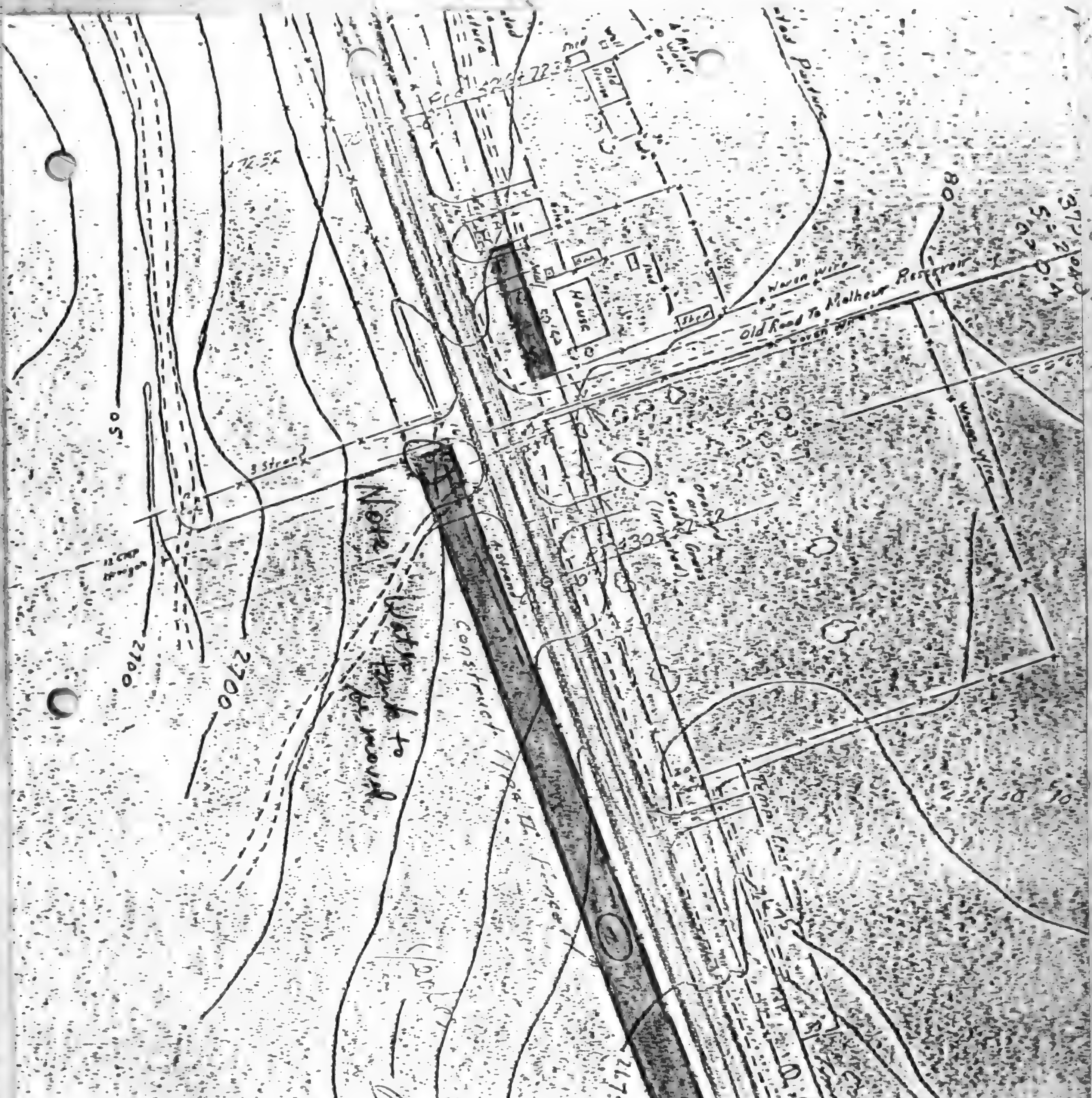
Property Owners

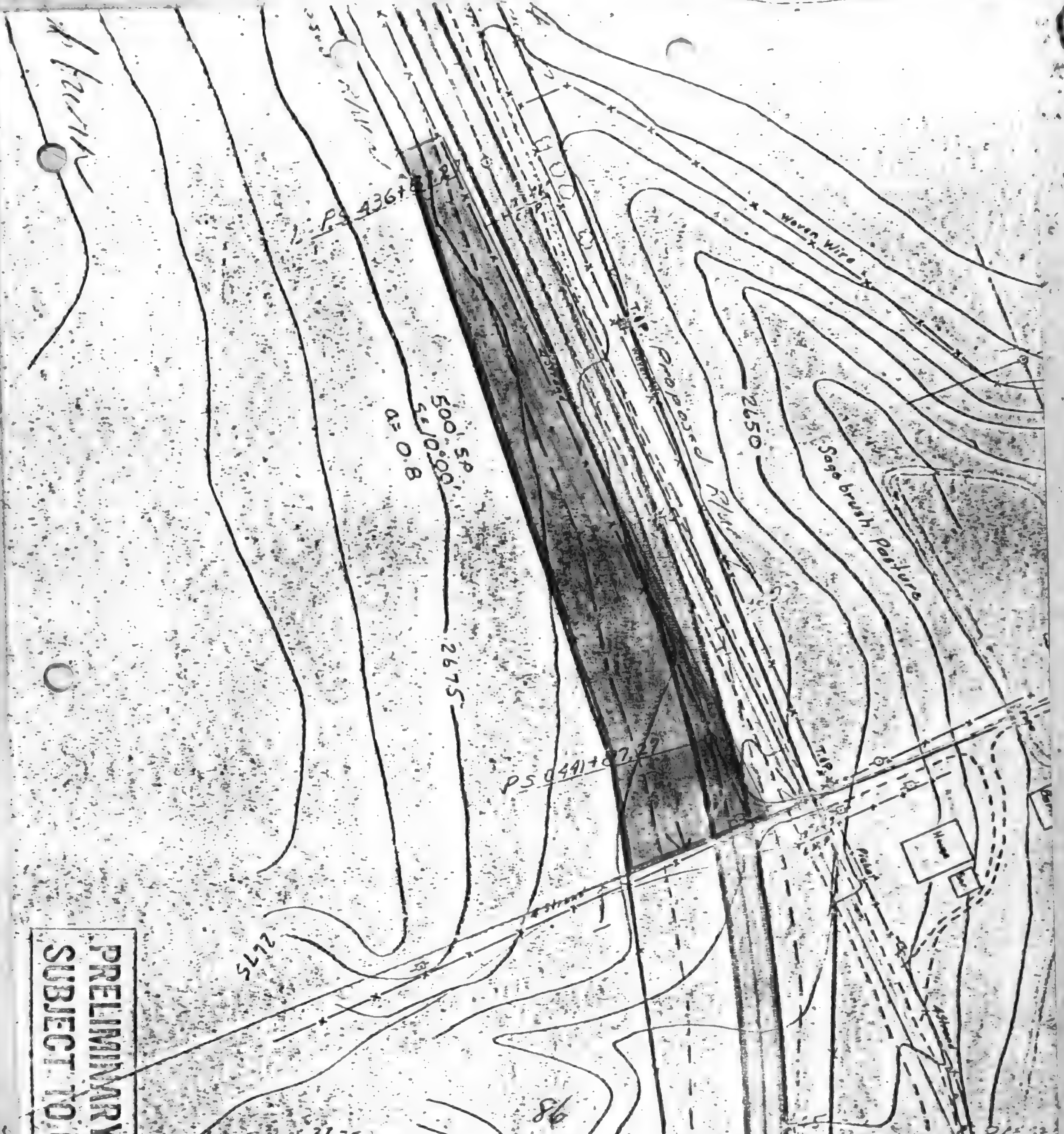
E. Thomas Martin III
Liaison Agent

Resident Engineer

Regional Engineer

84


Old Road To Malheur Reservoir
Woven Wire
Woven Wire
House
Shed
Old Pasture
3 Strand
2700
2700
2675
2675
80
85
90
50
Construct ... Fence
Proposed R/W
Note Water Tank to be moved
Pump


Proposed R/W
Woven Wire
Sage brush Pasture
2650
500' SP
Se 10.00'
a=0.8
2675
PS 436+
PS 441+07.22
T.I.P.
House
Street
2675
2675
2650
98
Existing Road

PRELIMINARY COPY
SUBJECT TO CHANGE

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Robert E. Mayhall

File No. 8

Address Brogan, Oregon 97903

Line Designation

Phone 473-2653

Section Brogan Hill-Brogan

Contract Purchaser None

Address N/A

Highway John Day

Phone

Lessee None

County Malheur

Address N/A

Limits of Acquisition:

Total Area 37.3 acres Acquisition 1.0 acre

Sta. 429+00 Sta. 442+60

Remainder Right --- Left 36.3 acres

Date of Report July 7, 1976

Nature of property acquired: Orchard and irrigated hay

How does acquisition affect balance of grantor's property? Takes front trees along fence.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control.

Fencing: ☐ Contains Livestock ☒ Does Not Contain Livestock

☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Orchard and irrigated	1.0	$500.00	$500.00
Improvements:	Trees		$50.00	200.00
Damages:				

Total Real Property Estimate $700.00

Moving Estimate: $
Additive Estimate: $
Incidental's Estimate: $
Demolition Estimate: $

87

E. Thomas Martin
Liaison Agent
E. Thomas Martin, III/nmb

E-631 7/1/73
Dist. - Salem, District File [Ref. 16]

REPORT OF PERSONAL INTERVIEW ☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☒ Other White File No. 8

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Mayhall

☐ Acquisition ☐ Relocation ☐ Other ______ Section Brogan Hill-Brogan

Name ROBERT E. MAYHALL Address BROGAN, OREGON 97903

Documents Delivered: Area of Taking Approx. 1.0 acre Amount Approved $______

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
7/1/76	Robert E. Mayhall Tom Martin I explained to Mr. Mayhall that the taking consisted of approximately 15 to 18 feet along the highway and it would mean moving the fence. Mr. Mayhall (who is employed by O.S.H.D., maintenance) had no complaints and signed the access list. I showed him the map I had of the project and apprised him of the hearing scheduled for July 20th.

88

By E. Thomas Martin III
Right of Way Agent
E. Thomas Martin, III/nmb

Use reverse side (tumblehead)

FORM 81-734-3708

File No. 8

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

Station	Side	Access Width	Approach Width	To Be Constructed By
430+10	LEFT	16'	35'	STATE
432+60	LEFT	16'	35'	STATE

Robert E Mayhall

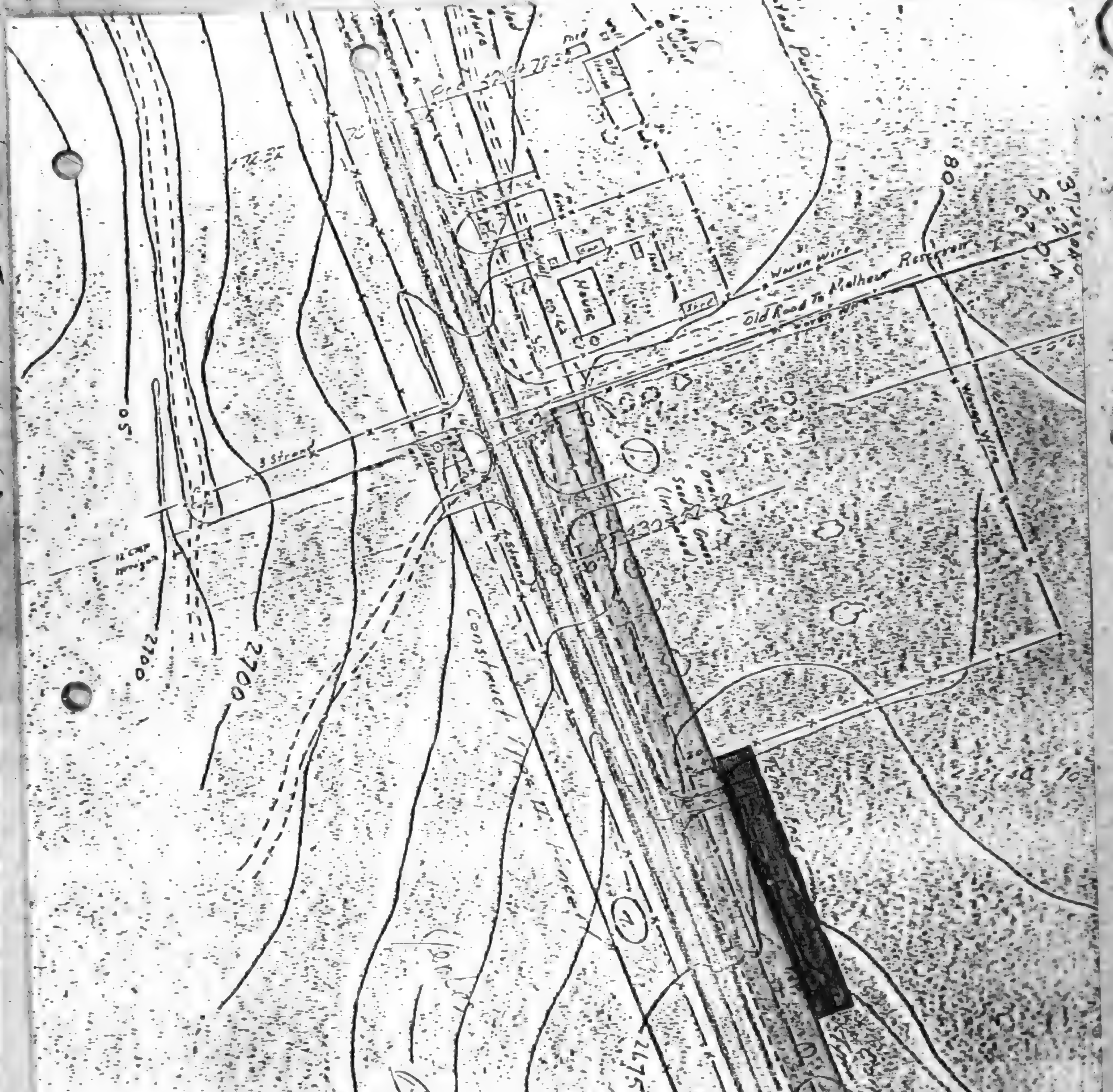
Property Owners

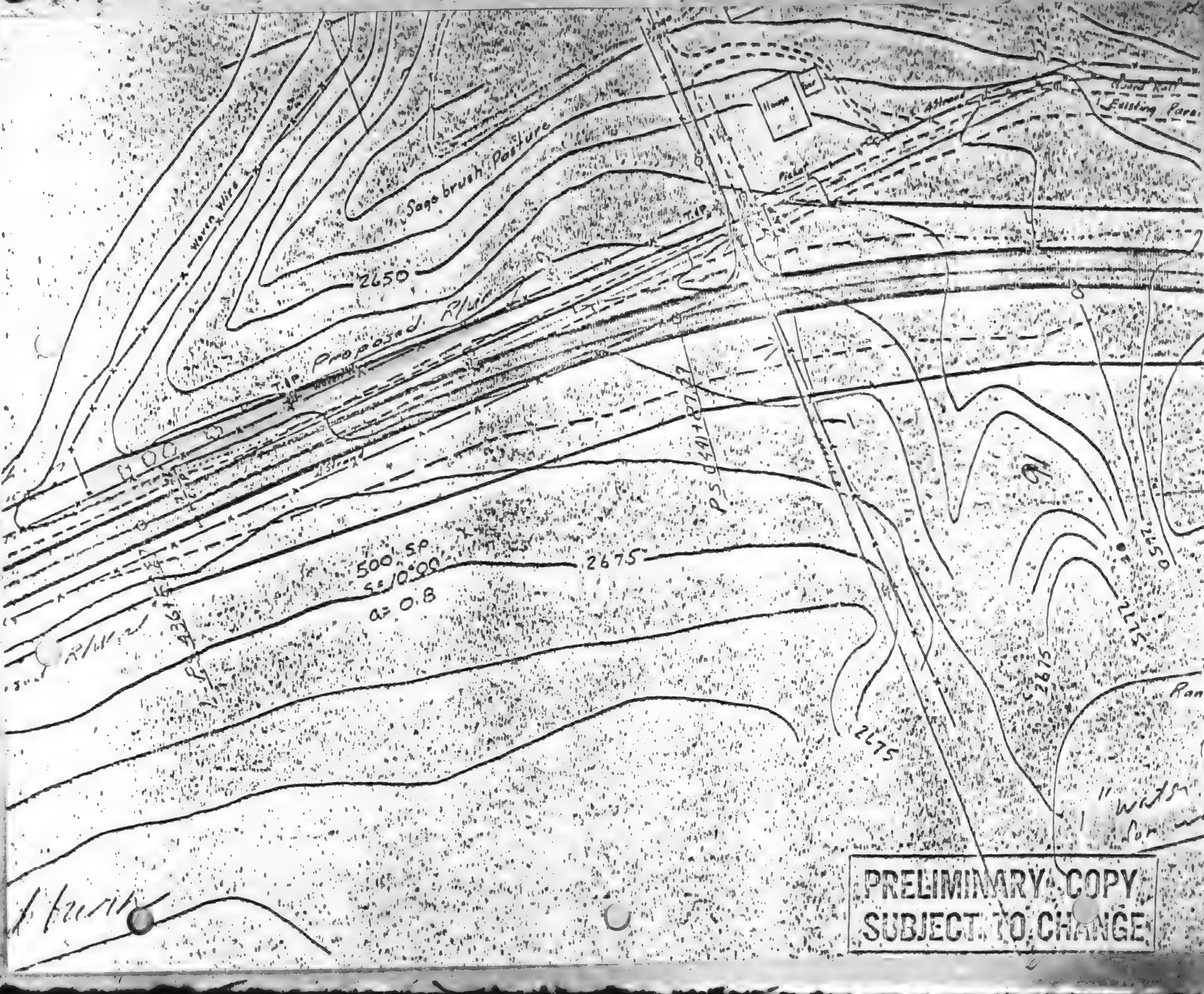
E. Thomas Martin, ta
Liaison Agent

Resident Engineer

Regional Engineer

89


Old Road To Malheur Reservoir
Woven Wire
Woven Wire
House
Shed
3 Strand
Old Pasture
Orchard and Grass Seeded (Irrigated)
Constructed R/W Fence
Proposed R/W
Temp. Line
2700
2700
2750
50
80
90
2675
12" CMP
Old Run


Woven Wire
Sage brush Pasture
2650
T.I.P.
Proposed R/W
Picket
Aštrand
Board Roll
Existing Pare
House
P.S. 441+27.27
P.S. 436+
500' S.P.
S=10.00
a=0.8
2675
2675
2675
2650
2675
2675
91
R/W
Rang
1" Watsr
Fence

PRELIMINARY COPY
SUBJECT TO CHANGE

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Jet T. Inc.
File No. 9
Address Box 328, Watsonville, California 95076
Line Designation
Phone
Section Brogan Hill-Brogan
Contract Purchaser None
Highway John Day
Address N/A
Phone
Lessee Walter J. Silva (Phone 473-3338)
County Malheur
Address Brogan, Oregon 97903
Limits of Acquisition:
Total Area 300+ acres Acquisition 5.2 acres
Sta. 442+60 Sta. 456+44
Remainder Right 26+ acres Left 285+ acres
Date of Report July 7, 1976

Nature of property acquired: Entirely class V range land.

How does acquisition affect balance of grantor's property? No effect

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: See access determination list. Limited control

Fencing: ☒ Contains Livestock ☐ Does Not Contain Livestock
☒ To be Constructed by State. Explain:

Land Service Facilities (conduits, pipelines, underpasses, etc.):
Water pipeline to service cattle

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area
☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Range	5.2 acres	$75.00	$400.00
Improvements: None				
Damages: None				

Total Real Property Estimate $400.00

Moving Estimate: $
Additive Estimate: $
Incidental's Estimate: $
Demolition Estimate: $

92

E. Thomas Martin III
Liaison Agent
E. Thomas Martin, III/nmb

E-631 7/1/73
Dist. - Salem, District File [Ref. 16]

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White ☒ Other White

☒ Liaison ☐ Appraisal ☐ Property Mgmt. ☐ Other

☐ Acquisition ☐ Relocation

File No. 9
Last Name Jet T Inc.
Section

Name Tony Tomasello
Address Box 328, Watsonville, California 95076

Area of Taking Apx. 5.2 Ac
Amount Approved $

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Documents Delivered: Date
Brochures, A & R
Letter, O-Benefit
Option
R Claim Forms

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
7/2/76	W. Silva (Lessee) Tom Martin I met with Mr. Silva because I was aware that he had a recorded lease with Jet T Inc., (recorded, deeds #2062, Malheur County Records). I asked Mr. Silva if there was any consideration involved other than that stated in the lease – ($30,000 per year, November 1974 through November 1977). Mr. Silva said that there is no additional consideration involved. I asked Mr. Silva if he felt a need for the reservation of additional access points; he said that the three existing approaches are sufficient. Mr. Silva advised me that a one-inch plastic water line runs under the highway through a culvert for purposes of watering his stock. He said he has only 19 head of cattle now because the land will not handle any more than about 20-22 head. However he needs the water line to get the water to the cattle. This line exists at approximately Station 443+00. The pipe will need to be approximately 235 feet in length. I told Mr. Silva I would write a letter to the owners advising them of the proposed project. I reminded him of the hearing on July 20 and said he might like to attend. Mr. Silva said he probably would. ETM/crp

93 By E. Thomas Martin III
Right of Way Agent

FORM 81-734-3708

Use reverse side (tumblehead)

LAND SERVICE ECONOMIC EVALUATION REPORT
INDIVIDUAL PROPERTY

Owner Jet T. Inc. File No. 9

Section Brogan Hill- Brogan Highway John Day

For construction of 1" plastic water pipe, 250 feet long

(Idenfity and describe proposed land service appurtenance; e.g., 6 by 8 foot cattle pass, 68 foot length.)

Acreage in taking Approx. 5.2 acres

Additional area necessary for land service None

Area served by land service 33+ acres

Location of proposed construction

Sta. 442+85 to Sta. ______

A. Estimated cost without land service. (See attached breakdown.)

Initial taking necessary for highway right of way	$ 400.00	
Damages without proposed land service (explanation & computation on reverse)	1,350.00	
Total		$ 1,750.00

B. Estimated cost with land service provided. (See attached breakdown.)

Construction cost of land service (signed engineer's est. attached)	315.00	
Initial taking	400.00	
Additional taking or easement necessary to accommodate land service facility	-0-	
Damages with proposed land service (explanation & computation on reverse)	-0-	
Total		$ 715.00

Additional cost of providing land service, or	$
Saving derived from providing land service	$1,035.00

July 7, 1976
Date

E. Thomas Martin III
Liaison Agent
E. Thomas Martin, III/omb

94

81-734-3714 9/1/74

It is the responsibility of the State to re-establish a pre-existing facility. This pipe is necessary to provide water for the livestock on the other side of the road.

File No. 9

JET T INC.

ACCESS DETERMINATION

Brogan Hill-Brogan Section
John Day Highway
Malheur County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

We the undersigned have been notified that access control will be exercised on subject highway section. We have carefully reviewed the access needs of our property with the Liaison Agent and/or the Resident Engineer and agree that the access locations listed below will adequately serve our property.

Station	Side	Access Width	Approach Width	To Be Constructed By
442+55	LEFT	16'	35'	STATE
442+55	RIGHT	16'	35'	STATE
449+25	LEFT	16'	35'	STATE

As agreed by Mr. Silva, lessee

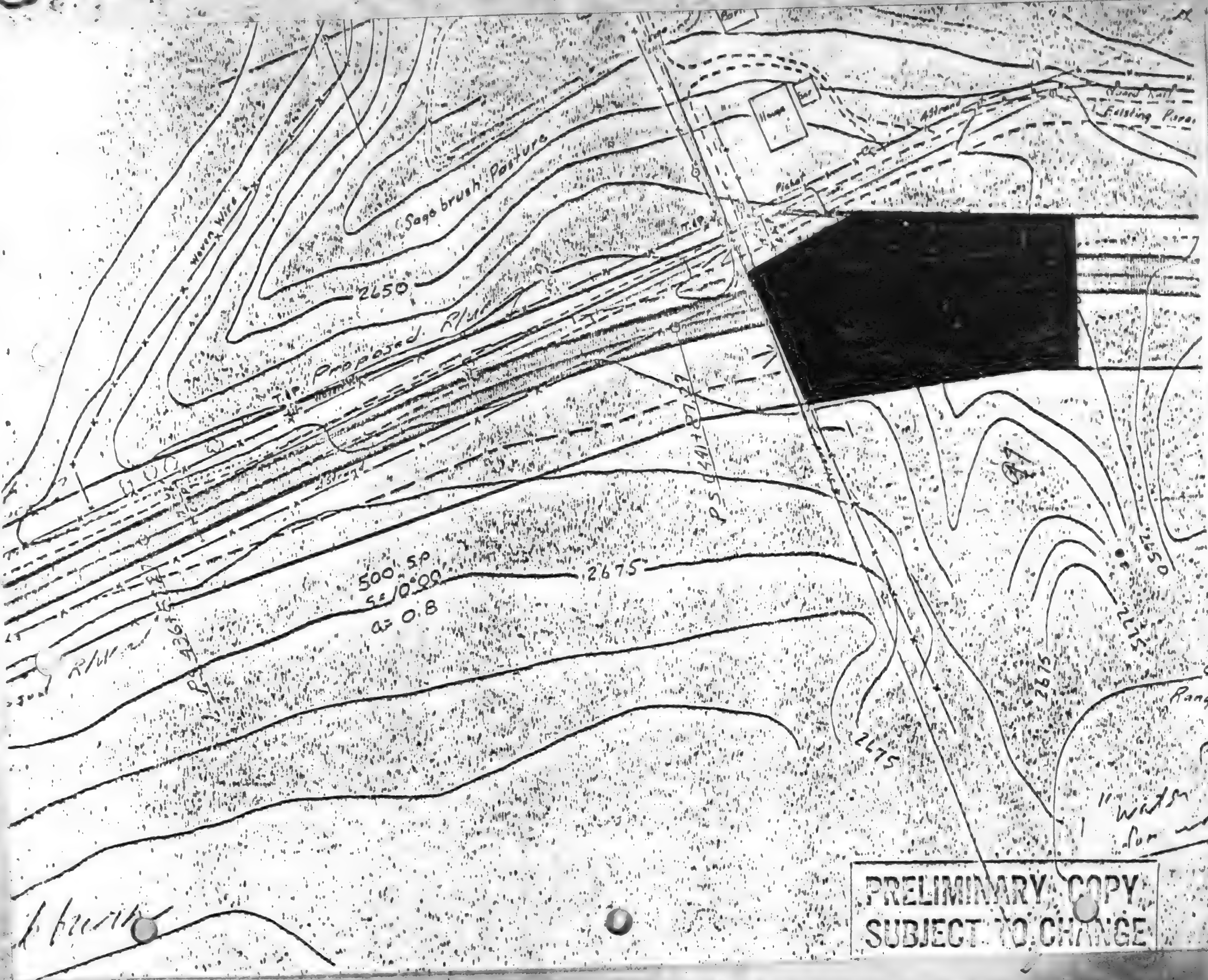
Property Owners

E. Thomas Martin, III
Liaison Agent

96

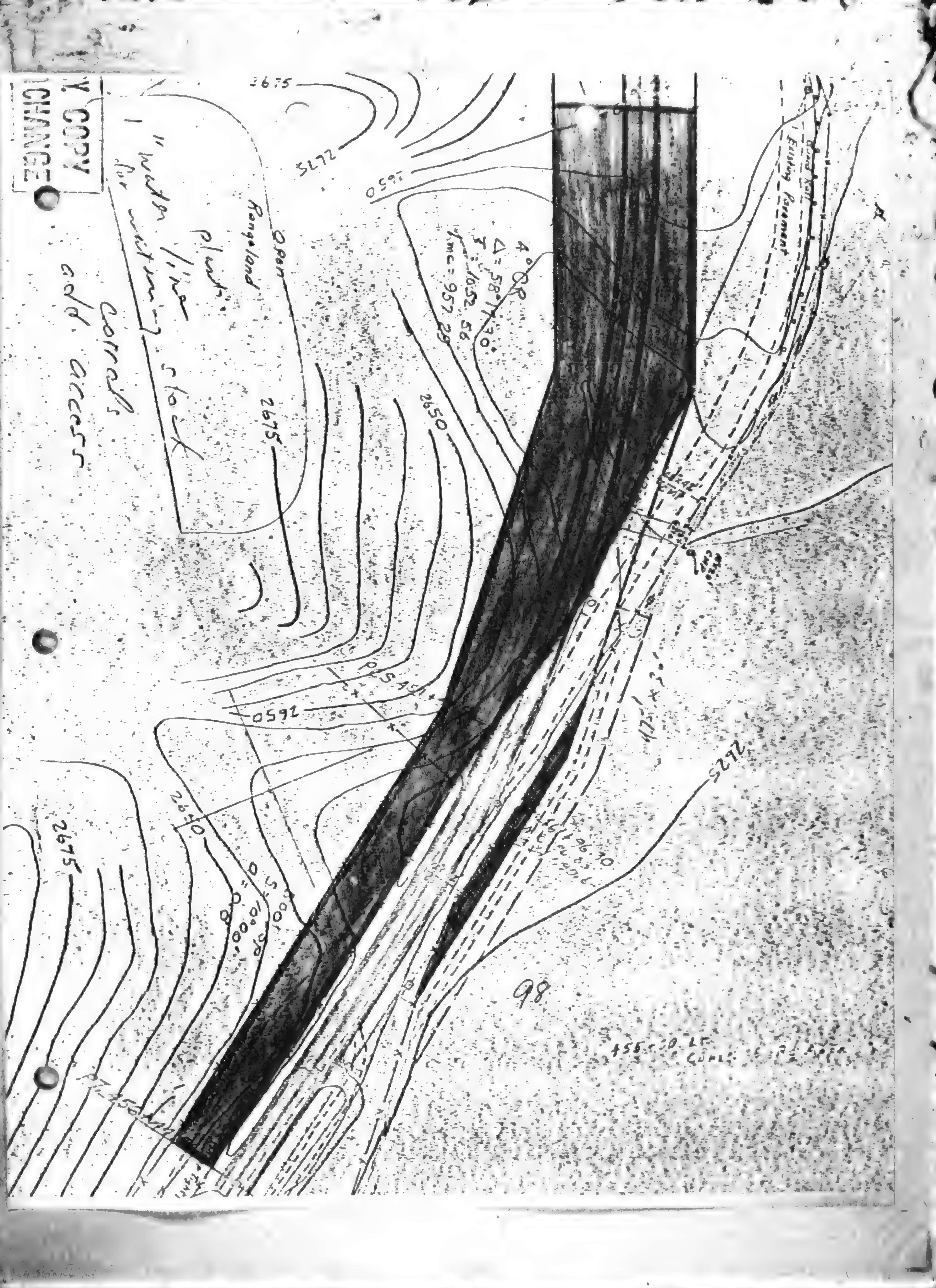
Resident Engineer

Regional Engineer

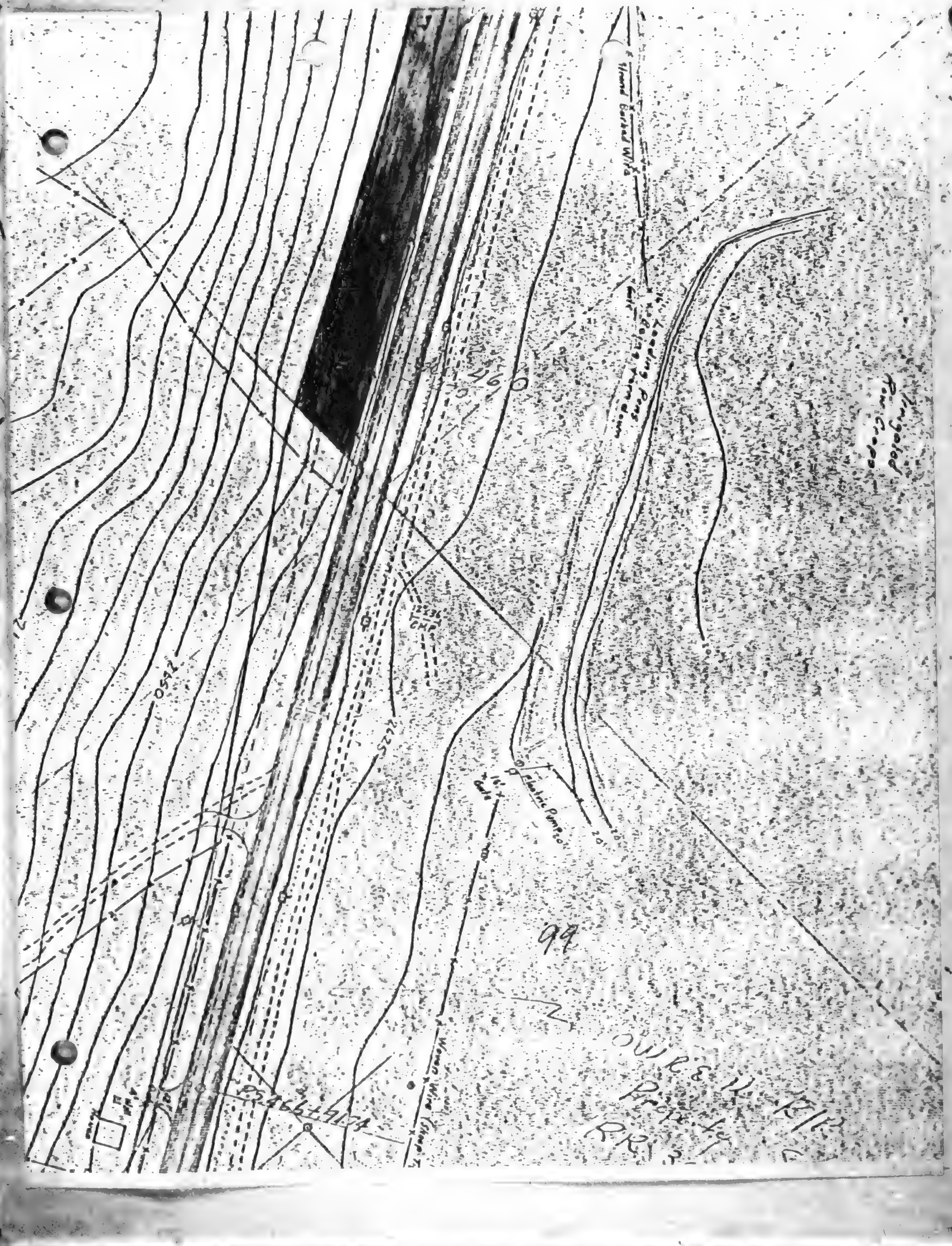

Sage brush Pasture
Woven Wire
2650
Proposed R/W
T.P.
PS 436+E
PS 341+87.27
R/W
500' SP
S=10°00'
a=0.8
2675
2675
2675
2650
House
Picket
4 Strand
Guard Rail
Existing Road
Range
11" Wat
Barn

[redacted]

PRELIMINARY COPY
SUBJECT TO CHANGE

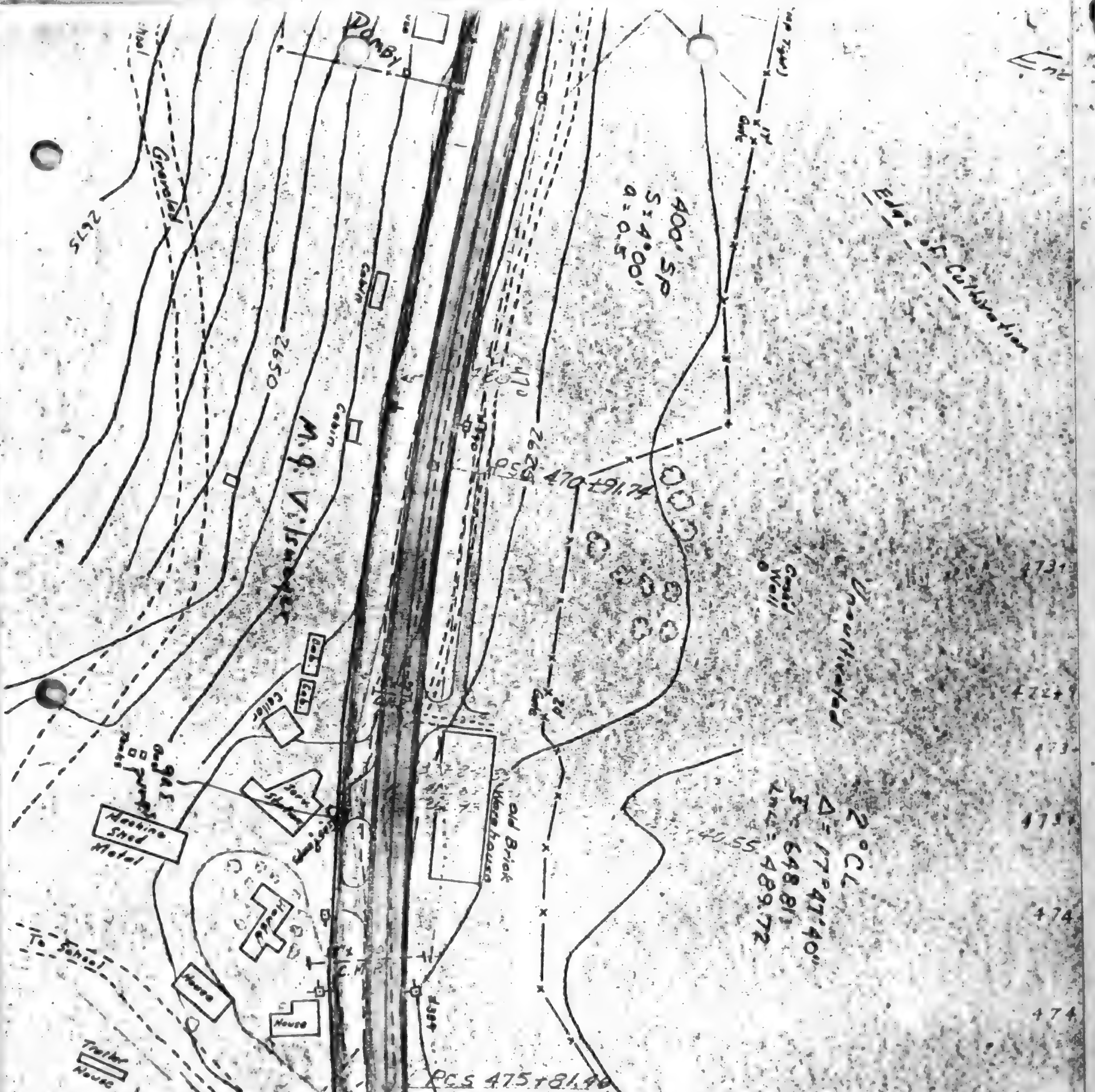


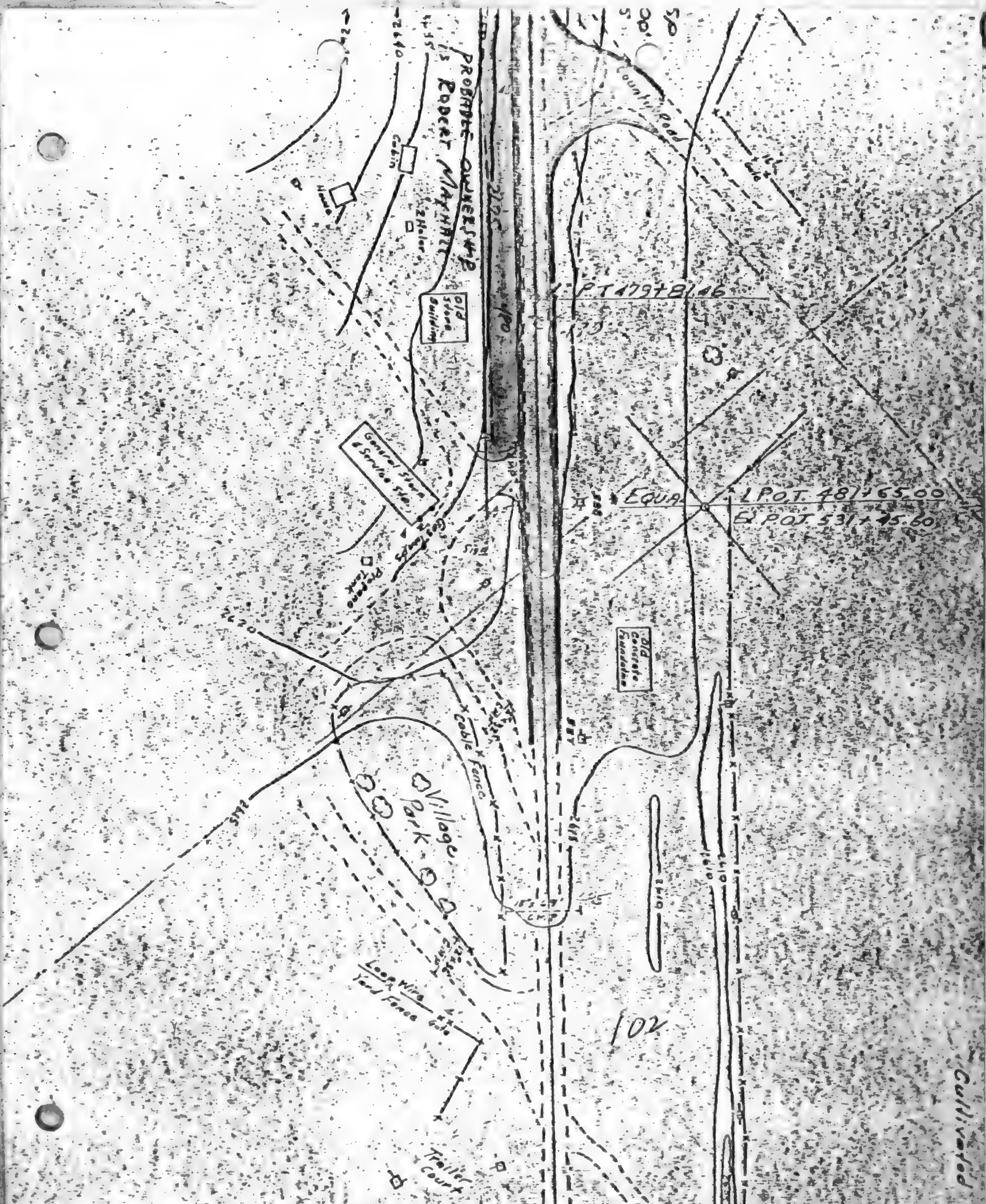
COPY
CHANGE
2675
2675
2650
2650
2650
2675
2675
2625
Open
Rangeland
plat.
1" water line
for watering stock
Corrals
add access
Δ = 58°14'30"
T = 1052.56
Lmc = 957.29
Existing Pavement
98



Barbed Wire
Loading Pens
Irrigated Row Crops
460
2250
2275
Electric Pump
Woven Wire
99
N
FIGURE 11 R/R
Property
R.R.

Irrigated Row Crops
Loading Pens
Being torn down
Gate
Barbed Wire
Electric Pump
20'
14' Gate
Woven Wire (Sheep
460
2625
2650
100
N
Property
RR
probable ownership
i.e. FRANCIS and
JOAN DOMBY


DOMBY
2675
Gravel
2650
Cabin
Cabin
M.G. Vilsmeier
Cellar
Machine Shed
Motel
House
House
House
To School
Trailer House
Shed
2645
2640
2635
2620
400' SP
S=4°00'
a=0.5
Edge of Cultivation
PCS 470+91.74
Good Well
Uncultivated
old Brick Ware house
2° CL
Δ=17°41'40"
T=648.81
Lc=489.72
40.55
PCS 475+81.40
101
400' SP
S=4°00'
a=0.5
County
473+
472+
473
473+
474
474
476+10


PROBABLE OWNERSHIP
is ROBERT MAYHALL
Cabin
House
2 Holer
Old Stone Building
General Store & Service Sta.
Propane Tank
2620
2640
2610
4-35
Country Road
Gate
P.T. 479+81.46
EQUA
L.P.O.T. 481+65.00
Ex. P.O.T. 531+45.60
Old Concrete Foundation
Cable Fence
Village Park
Loop Wire Yard Fence
Gate
Trailer Court
102
Cultivated

8880

9

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-17(2)

STATE PROJECT NO.: Brogan Hill-Brogan Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-97

COUNTY NAME: Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 3/18/76

FEDERAL ROUTE NUMBER: Primary Route 5

STATE ROUTE NUMBER: Primary Route 5

GENERAL LOCATION: US 26 Brogan NW 7.9 miles

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* All phases of Preliminary Engineering including utility preparatory work up to PS&E preparation at a total cost of $17,500, Federal funds $13,600.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/18/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/5/76 letter you are authorized to proceed with the work as shown above.

DATE: 3/18/76

SIGNATURE OF APPROVING OFFICIAL: Wolach

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DE
Oregon

BY (Signature)
L.W. Rulien's

TITLE
Project Manag

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARK
97	RF-17(2)	7.9	26,500	20,700	**Location** Brogan Hill-Brogan Sectio Malheur County State of Oregon

REMARKS (Division)

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
3/18/76	G. [illegible] Green, Di

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed
tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/18/76

BY (Signature): L.W. Rulien's 3/5/76

TITLE: Project Management Engineer

F FEDERAL FUNDS

☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 2

ITEM NOS. ________ THRU ________

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
7.9	26,500	20,700	**Location** Brogan Hill-Brogan Section Malheur County State of Oregon **Work** Preliminary Engineering including utility preparatory work.

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECOMMENDED

RE AND TITLE

DATE: 3/18/76

APPROVED

SIGNATURE AND TITLE

G. E. Green, Division Administrator

ation to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
ernment to provide Federal funds for the undertaking.

GPO 915.690

8880

9

March 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-17(2)

We are submitting program data for one project, Item No. 97, Project No. RF-17(2), "Brogan Hill-Brogan Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $17,500 with obligation of $13,600 in federal funds.

A copy of the State Clearinghouse A-95 review letter of approval was forwarded previously.

DRH:re

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL

March 5, 1976

CARD 2	REPORT NUMBER 1 (10) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 26, Borgan, N.W. 7.9 mi. 21 65	**ADT**	PRESENT 400 60 DHV	FUTURE 650 (66) 100 DHV

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME	
	NAME OF URBAN AREA --- 17-31	ROUTE NO. P	FED

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PR TOTAL ESTIMATED COST	FEDERAL F
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			7.9	26,500	20,700
5					**ROW**					
5					**CONST** (CODE)		"Brogan Hill-Brogan Section"			

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	7.9	26,500	20,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

FEDERAL-AID PROGRAM DATA

976

(69)	**ADT**	PRESENT 400 60 DHV	FUTURE 650 (66) 100 DHV (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) 41 (3)	APPN CODE (4) 073 (9)	ITEM NO. (14) 97 (15)

Y AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RF- 23	NUMBER 7 17	SEQ. NO. (2) 13	T. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Malheur CODE (14) 045 (16)

ROUTE NO. P FEDERAL-AID 5 (32) STATE 5 (36) (37) U.S. 26 (41)

PROGRAM STAGE ☐ 1 OR ☒ XXX 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(4) (58)	(59) (66)	(67) (76)			P.E. all phases incl. P.E. by utility forces.
.9	26,500	20,700	5,800		
					(Future 2-12' lanes High-type pave with 4-foot shoulders.)
					ROW-60' min; Access control- partial; Parking restrictions- none.
7.9	26,500	20,700	5,800		
	(16) (23)	(24) (33)	REMARKS		

-OVER-

BROGAN HILL - BROGAN SECTION

PROJECT NO. RF-17(2)

Existing Facility:

Roadway: Two lane bituminous surfaced travelway with variable width 18 to 24-foot and shoulders varing 2 to 4-foot.

Structures: Canyon Creek #0589; 57-foot (3-19') Frtr. Spans; HC 21'-03"; Loading H-20.

Pole Creek # 0546; 75-foot (3-25) Frtr. Spans; HC 23'-03"; Loading H-20.

Adjacent Sections: Two 12-foot lanes bituminous surfaced with four foot shoulders.

Project Data: Work under this project consists of preliminary engineering, all phases including preliminary engineering by utility forces as required for future construction to provide two 12-foot lanes of high-type pavement with 4-foot shoulders and climbing lanes where required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 4, 1976.

IM 50-1-70 Requirements:

State Clearinghouse -- A-95 review letter approval dated January 28, 1976.

District 14 Clearinghouse -- Notice of Intent was submitted to District 14 Clearinghouse on Dec. 31, 1975 and has lain before the Clearinghouse more than 30-days without action; therefore, it is assumed that no adverse comments or reviews will be received for this project.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Cat. 3 Project).

(b) Loc
of

Data for PR-37: P

Note: This projec

(b) Location/Design -- Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$17,500
	P. S. & E. Preparation	9,000
	Total	$26,500

Note: This project is in Congressional District No. 2.

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OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division MALHEUR Co.

PROJECT TITLE: Brogan Hill-Brogan Section

DATE: January 28, 1976

The state has reviewed your project and reached the following conclusions:

G. L. Green, FHWA
F. B. Klobe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
C. K. Ansell
Aeronautics Division

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 1240

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
FEB 6 1976
Office of
Assistant State Highway Engineer

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
12-31-75

NOTED
MARIE STEPHENS

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7512 2 1240 Due Date: JAN 23 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

January 16, 1976

The proposal Brogan Hill-Brogan highway improvement is vitally needed to update this section of road. Since this is one of the few East-West highways in Oregon, improvement to this section will provide greater safety and enhance the transportation of agriculture product.

Agency Agriculture By Don McKinnis
Don McKinnis

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
JAN 5 1976
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

JAN 21 1976

PNRS STATE REVIEW

Project #: 7512 2 1240 Due Date: JAN 23 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Project should be coordinated with the compliance schedules of the local comprehensive plans in the area.

Agency LCDC 1/14 By John R. Gustafson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

PNRS STATE REVIEW

Project #: 7512 2 1240 Due Date: JAN 23 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Fish & Wildlife   By James B.
ENVIRONMENTAL MANAGEMENT SECTION 1-19-76

8810

8

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 31, 1975

TO Executive Department
Federal Aid Coordination Unit

Southeast Oregon Council
of Governments
P.O. Box 799
71 S.W. 2nd. St.
Ontario, Oregon 97914

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 14
Brogan Hill-Brogan Section
John Day Hwy., U.S. 26
Malheur County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be February 6, 1976.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
C. K. Ansell
Aeronautics Div

RECEIVED
STATE HWY ENGR
DEC 30 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Brogan Hill-Brogan Section District 14

11	12] PROJECT LOCATION—CITY John Day Highway U.S. 26	PROJECT LOCATION—COUNTY Malheur	PROJECT LOCATION [79 SEC: ---- T: 15S R: 42E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving, structures, and incidental work required to upgrade a 7.9 mile [71

07 12] segment of the John Day Highway from Brogan Hill to Brogan. [71

08 12] (See attached Project Environmental Assessment for more information) [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	2,254,200	----	635,800	----	----	2,890,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/31/75

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: February — 43] DAY [44: 6 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/31/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

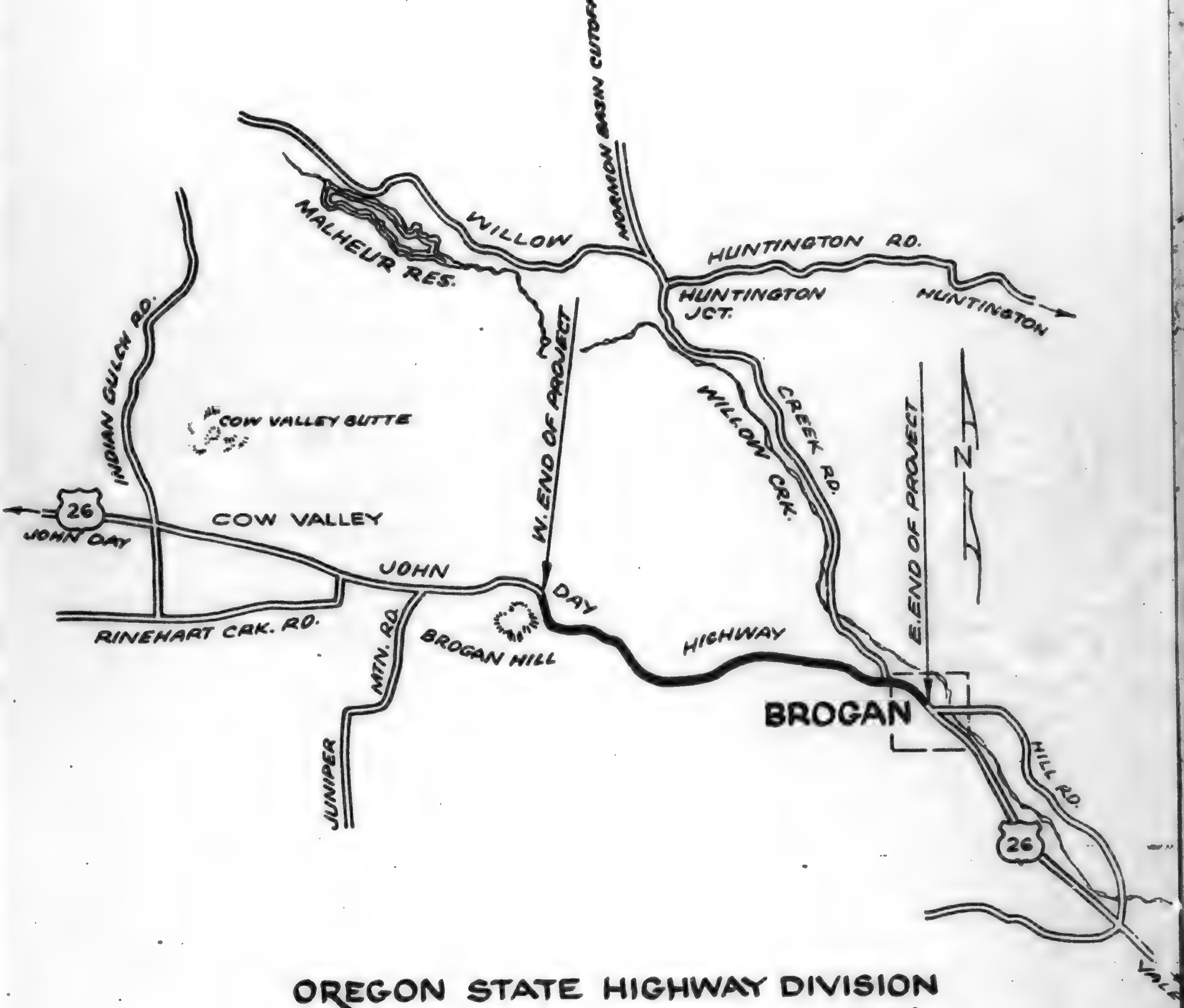
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by the State Highway Division from input received from Community groups and regional requests for improvement of this section and is included in the six year construction program.

Public hearings will be conducted following Oregon Action Plan Procedures.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E. END OF PROJECT
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COW VALLEY
JOHN
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RINEHART CRK. RD.
MTN. RD.
BROGAN HILL
JUNIPER
BROGAN
HILL RD.
26
VAL

OREGON STATE HIGHWAY DIVISION

Corridor-Design Hearing Map

Brogan Hill- Brogan

John Day Highway

MALHEUR COUNTY

SEPT. 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 6, 1975

A. PROJECT IDENTIFICATION

RF-17(-)

Name of Project Brogan Hill-Brogan (Section)

Location of Project - John Day (Highway Name) State Primary 5; U.S. 26 (Highway No., US - ORE)

(City) Malheur (County) 5 (Region)

Program - Primary Rural (Funding) $2,000,000 (1974 est.) (Estimated Cost) Not assigned (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: This project, designed to improve highway user safety, would increase sight distance by decreasing several horizontal and vertical curves and would generally provide for upgrading the existing facility to modern highway standards. The wider typical section would include a climbing lane in the westerly portion of the project.

(cont. Page 1A)

Origin and History: The existing facility is narrow, snake-like in alignment and substandard in design. The total central angle of the roadway is 2210^{0}. The total number of curves is seventy-five (75) with the maximum curve being 64^{0}. The alignment

(cont. Page 1A)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 7.9 miles (M.P. 246.7 to 254.6)

Termini The westerly terminus of the project is 0.2-mile east of the summit of Brogan Hill. The easterly terminus is within the community of Brogan.

Alignment (new or existing) The alignment in general follows the present roadway with minor adjustments on curves to improve the alignment.

CATEGORY
3 PROJECT

non-major

Form (2)9-74

Purpose: (cont.)

This is to be a class "D" highway with maximum grade of 6% and maximum curvature of 7°.

Origin and History: (cont.)

restricts sight distance and the free flow of traffic.

In March 1965, delegations from the Grant County Chamber of Commerce and Prairie Community Chamber of Commerce appeared before the Oregon Transportation Commission and requested that consideration be given to reconstructing the section. Likewise, three state legislators from the region petitioned the commission to improve the Brogan Hill-Brogan section. Subsequently, the Oregon State Highway Division conducted a reconnaissance study of this section in the summer, 1965. The inital proposal suggested a new alignment that deviated from the present highway along practically its entire length. The estimated cost was $2.7 million (1965 estimate) for 8.3 miles of construction. A supplementary report covered a less "high-powered" proposal. This proposal ($2.14 million, 1965 estimate, for 8.9 miles of construction)improved the highway along the existing alignment with enough revision to develop 10° alignment and sufficient sight distance.

A location prospectus was prepared in February, 1967, and was forwarded to the State Fish Commission and State Game Commission (now combined in the State Department of Fish and Wildlife). Neither agency objected to the project and stated that there would be no fishery or wildlife problems in connection with the project. Survey work began in February 1967 and continued periodically as work load on various projects permitted. There was no work on the survey from July 1969 to August 1972. The field location report was sent to Salem on January 11, 1973.

Again, in January 1973, a delegation from Grant County requested that the Oregon Transportation Commission give consideration to reconstructing the section. Funding has not been available for the project. The District 14 Council of Governments have not assigned top priority to this improvement, but recommends completion of the improvement. The Six-Year Construction Program indicates that the scheduled construction of this project is planned for the fiscal year 1977.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) This project would require small parcels of cultivated agricultural and irrigated pasture land, totalling approximately 10 acres, and approximately 87 acres of sagebrush rangeland.

Typical Section Most of the section would contain two twelve-foot travel lanes, four-foot shoulders and 4:1 side slopes. In the westerly 2.9 miles of the section there would be portions with three twelve-foot travel lanes (climbing lane added).

Bikeway A bikeway is not included in this project proposal.

Structures The existing structure over Canyon Creek (M.P. 251.88) would be replaced with a culvert. The structure over Pole Creek (M.P. 253.14) would be replaced with a relatively short flatslab span.

Additional Facilities None

Access Control Access on the proposed project would be limited. All public roads would be connected to the facility, and access would be provided to abutting properties.

Materials Project would involve about 755,000 cubic yards of roadbed excavation. Project material would include about 217,300 tons of crushed base and shoulder material, 695 tons

(cont. page 2A)

Borrow and Waste Disposal Neither a borrow site nor a waste disposal site would be required.

Special Construction Methods The timing of the improvement project must be compatible with seasonal irrigation schedules so as to not disrupt productivity of farm lands.

Characteristics (ADT) The 1972 ADT for this section was 380, with a 1992 projection of 610. Truck traffic constituted 21% of the traffic. The 1974 ADT (at M.P. 254.00, 0.60 mile west of Brogan) was 430 vehicles per day.

Other General Information (or Supplemental information to items)

Project would require movement of utility poles belonging to Idaho Power Company and Malheur Home Telephone Company.

Project Sketch Map is Attached: ☒ Yes ☐ No

Materials: (cont.)

of asphalt, 17,200 feet of guard rail, and 88,000 feet of fence. Prospective source for rock is located on the southerly side of and 0.25-mile distance from the highway at M.P. 246. This quarry is concealed from highway view.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) "New Alignment" Alternative. This alignment deviates from the present highway along practically the entire route. Although horizontal and vertical alignments are markedly improved,the total cost, due to right-of-way acquisition, heavy grading, etc., would be excessive to the returns gained.

(2) "Project Proposal" Alternative. This alignment, basically following existing facility, would have maximum grade of 6% and maximum curvature of 7°.

(3) "Moderate Alignment Improvement" Alternative. This alignment would basically follow the existing, but with enough revision to develop 10° maximum curvature and sufficient sight distance.

(4) "No-Build" Alternative. No action alternate would perpetuate poor, existing alignment.

(5) The survey was worked up with climbing lane, as well as with straight 2-lane facility.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Community groups and regional political officials have urged improvement of section. (Refer to discussion in the "Origin and History" section of this assessment."

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type Combined Tentative Date(s) May 6, 1976

A-95 Review: ☐ Not Required ☒ Required

Date Submitted Not submitted Date Received

Expected Coordination with Local, State and Federal Agencies
Normal coordination

Expected Coordination with Individuals, Groups, and Organizations During Project Development Normal coordination

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status **Date**

☒ Survey Authorization____________

☒ Reconnaissance Conducted Summer, 1965

☒ Field Location Complete, Fall, 1972

☒ Office Location____________

☐ Field Prel. Design____________

☐ Office Prel. Design____________

☐ Final Design____________

☐ Contract Plans Six-Year Construction Program indicates project scheduled for fiscal year 1977.

FHWA

Status **Date**

☐ Systems Planning____________

☐ Prel. Engineering____________

☐ Corridor Approval____________

☐ Design Approval____________

☐ Plans, Specifications and Estimates Approval____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) This section is in the Blue Mountains physiographic division. Elevations range from 3,981 feet (above M.S.L.) at Brogan Hill Summit to 2,610 feet at the community of Brogan. The western portion of the section traverses east-west trending Canyon Creek canyon, which cuts through low, well-rounded hilly terrain having moderate slopes. Canyon Creek flows easterly along the south side of the existing highway, for about 4½ miles. The easterly portion crosses relatively flat, gently sloping terrain. The highway crosses two intermittent streams, Canyon Creek and Pole Creek. The geology of the western portion is principally underlain by pre-tertiary variably metamorphosed shales, sandstones, greenstones, and tuffs; the eastern portion by tertiary lake beds and related sediments, together with Pleistocene to Holocene (recent) stream and glacial deposits. The climate is semi-arid and characterized by large seasonal variations in precipitation and temperature. The native vegetation is xeric grasses and sagebrush. Trees are sparse, except along streambeds. The area is habitat for gamebirds, songbirds, small mammals, deer and antelope.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The city of Vale is 22 miles east of Brogan. Ironside is approximately 15 miles west of the Brogan Hill Summit. Pole Creek Reservoir is one mile south of the highway; the larger Malheur Reservoir is 14 miles northwest of the project. The sagebrush-covered hillsides are used primarily for grazing. The valleys are irrigated and cultivated to grow ryegrass and other crops. Land ownership along the highway is primarily private. The residential density is low. The unincorporated community of Brogan has perhaps 50 residents. The highway is used primarily by local farmers and ranchers, although recreationists, fishermen and hunters would also contribute to the traffic count. There are no properties in this area which are listed or eligible for nomination to the National Register of Historic Places.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Improvement of the alignment of the existing highway would require approximately 97 acres of private property. Most of the affected right-of-way, 87 acres, would be narrow strips of sagebrush rangeland immediately adjacent to the existing highway on the side slopes. The remaining amount (about 10 acres) would be small parcels of cultivated agricultural and irrigated pastureland, usually less than two acres in parcel size. No residential or commercial relocation is involved. One vacant brick warehouse in Brogan would be removed by the new alignment.

2. Estimated Changes in Traffic Patterns: No major changes are anticipated since access would not be modified, circulation would not change, nor would new traffic be generated. (During construction of the project, staging would be necessary to alleviate conflicts with the travelling public.)

Consequences: Highway improvement would facilitate safe, even flow of traffic. (Public would be slightly inconvenienced during construction period.)

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: The project would convert small quantities of grazing/agriculture land to highway use. The highway facility would not affect changes to adjacent land use. The improvement would not cause land use conversions from agricultural/grazing to other uses.

   Consequences: The project would traverse the irrigation system of one rancher. The State would construct a new irrigation ditch and make other appropriate reparations.

4. Expected Adverse Effects on Natural Ecological Resources: The alignment of the project would require relocating the Canyon Creek channel from Stations 497+00 to 405+00 (about 800 feet). The new channel would have a ten-foot bottom.

   Consequences: This narrow creek is an intermittent stream which is free-flowing only part of the year. The State Department of Fish and Wildlife has verified that no fish exist in the creek. The impact of the channelization would be minimal.

5. Expected Adverse Effects on Cultural and Scenic Resources: (The project would not affect any public parks, wildlife refuges, game management areas, publicly owned recreational facilities or historic entities eligible for or listed in the National Register of Historic Places.) No detailed archaeological survey of the project area exists. Although there is no present indication of unusual or exceptional archaeological sites in the project area, earthwork involved in construction may reveal such sites or objects of antiquity. A reconnaissance review of the area would be conducted prior to construction.

6. Preliminary Identification of Areas of Critical Environmental Concern:

   None identified.

7. Potential for Controversial Issues:

   None identified.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      Consistent

   b. Noise Standards

      Consistent

   c. Water Quality Standards

      Consistent

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

NA

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

NA

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

NA

REGION -
(Environmentalist, Resident Engineer)

NA

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

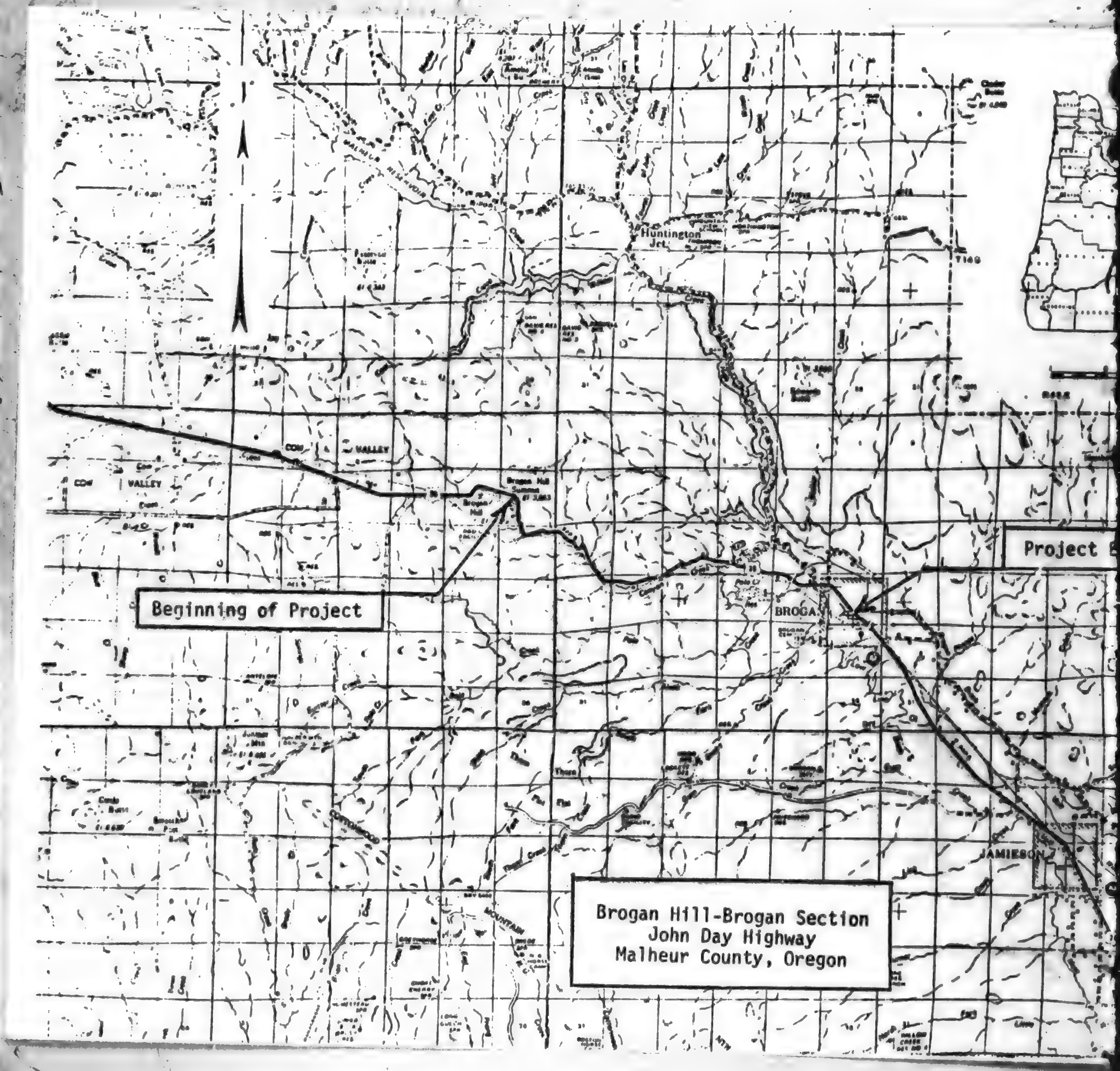
☐ Major Action
  ☐ Significant- ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

In accordance with Title 23 CFR, Chapter 1, Part 771.9, Environmental Impact and Related Statements, this highway project is deemed a "non-major action" and requires no further environmental documentation. If the archaeological reconnaissance reveals unusual or exceptional archaeological sites in the project area, a reassessment of the project will be made.

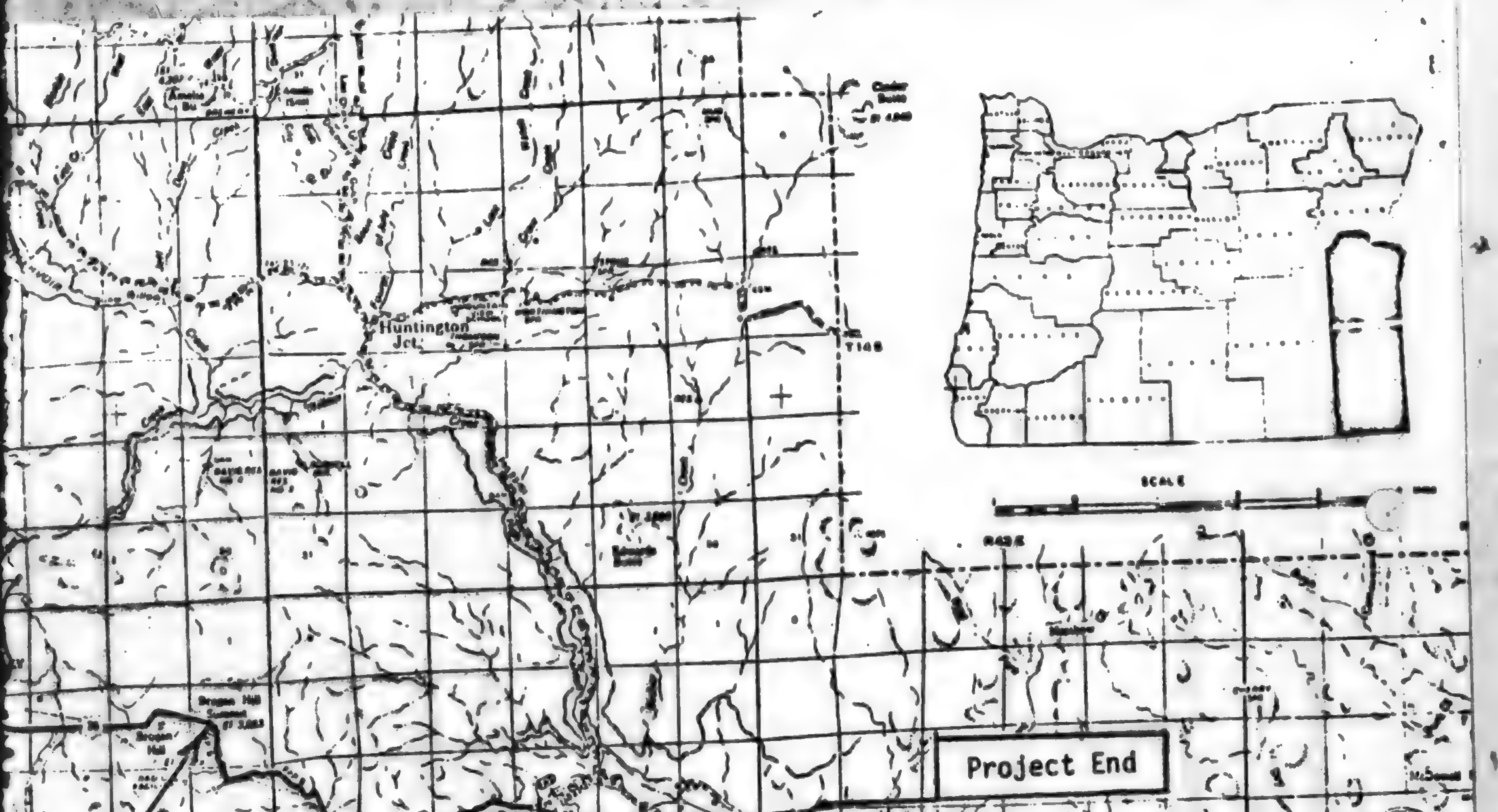


Beginning of Project

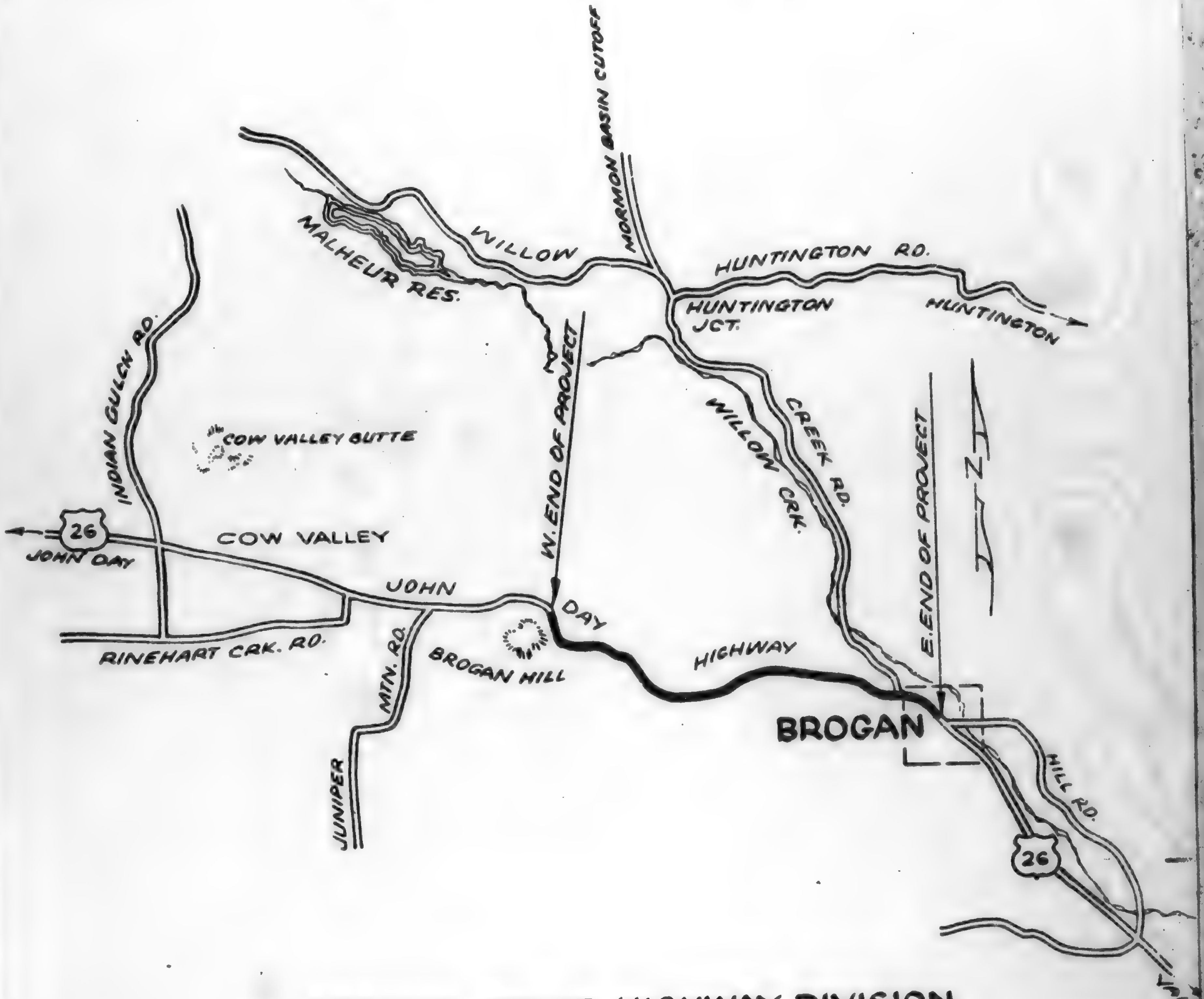
Project E

Brogan Hill-Brogan Section
John Day Highway
Malheur County, Oregon

Huntington Jct.
COW VALLEY
COW VALLEY
Brogan Hill
BROGAN
JAMIESON


Huntington Jct.
Brogan Hill Summit
Project End
BROGAN
JAMIESON
SCALE

Brogan Hill-Brogan Section
John Day Highway
Malheur County, Oregon


MORMON BASIN CUTOFF
WILLOW
MALHEUR RES.
HUNTINGTON RD.
HUNTINGTON JCT.
HUNTINGTON
INDIAN GULCH RD.
COW VALLEY BUTTE
W. END OF PROJECT
WILLOW CRK.
CREEK RD.
E. END OF PROJECT
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26
JOHN DAY
COW VALLEY
JOHN
DAY
HIGHWAY
RINEHART CRK. RD.
MTN. RD.
BROGAN HILL
JUNIPER
BROGAN
HILL RD.
26
VAL

OREGON STATE HIGHWAY DIVISION

Corridor-Design Hearing Map

Brogan Hill- Brogan

John Day Highway

MALHEUR COUNTY

SEPT. 1975

8880 Form FHWA 121 (Rev. 5-73) 9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 4, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RF-17(-)
Brogan Hill-Brogan Section
John Day Highway
Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 20 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
DEC 9 '75
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

8880

9

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE January 23, 1973

TO MEMO

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Delegations - January 23 Commission Meeting

A delegation from Clackamas County, introduced by Sen. Ken Jernstedt, appeared before the Commission requesting that the section of the Clackamas Highway between Estacada and Promontory Point and from the Clackamas Interchange on I-205 to Eagle Creek be improved.

FR 55

Chairman Jackson informed the group that the Estacada to Promontory Point project is on the Forest Highway Program and that this project would be advanced to construction when the necessary preliminary work has been completed by the Federal Highway Administration and funds become available.

Con 21

He also told the delegation that the Clackamas Interchange with I-205 to Rock Creek Section of the Clackamas Highway is on a State Highway Program and that upon completion of environmental impact statements, this section would also be advanced to construction.

Con 21

The portion between Rock Creek and Eagle Creek is not now on any program for construction. This section will have to be considered along with other high priority projects in Clackamas County in future programs. In addition, if the $150 million bond issue passes, it could be considered by the local governmental entities for financing under this program.

Con 21
Con 21

A delegation from Grant County requested that the Commission give consideration to reconstructing the Brogan Hill to Brogan Section and the Long Creek Mountain Section of the John Day Highway in Grant and Malheur Counties.

Acc 13-1

The Commission advised the delegation that neither of these projects are financed at this time but there is a possibility of financing them under the $150 bond issue if it passes and if the local governmental jurisdictions consider these projects of high enough priority to be included.

FBK:ms
cc Highway Commission
C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder

7880

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1973

SUBJECT: Brogan Hill-Brogan
John Day Highway
Malheur County

To:

Mr. E. S. Hunter
Assistant State Highway Engineer
Building

The report on the subject section has been developed persuant to your request. The data has been prepared from field information.

Shown are cost estimates and alignment proposals for the West and East Units on the Brogan Hill-Brogan Section. It is noted that the West Unit could be further split into smaller units.

Victor D. Wolfe
Location Engineer

RDH:jp

PHYSICAL CHARACTERISTICS

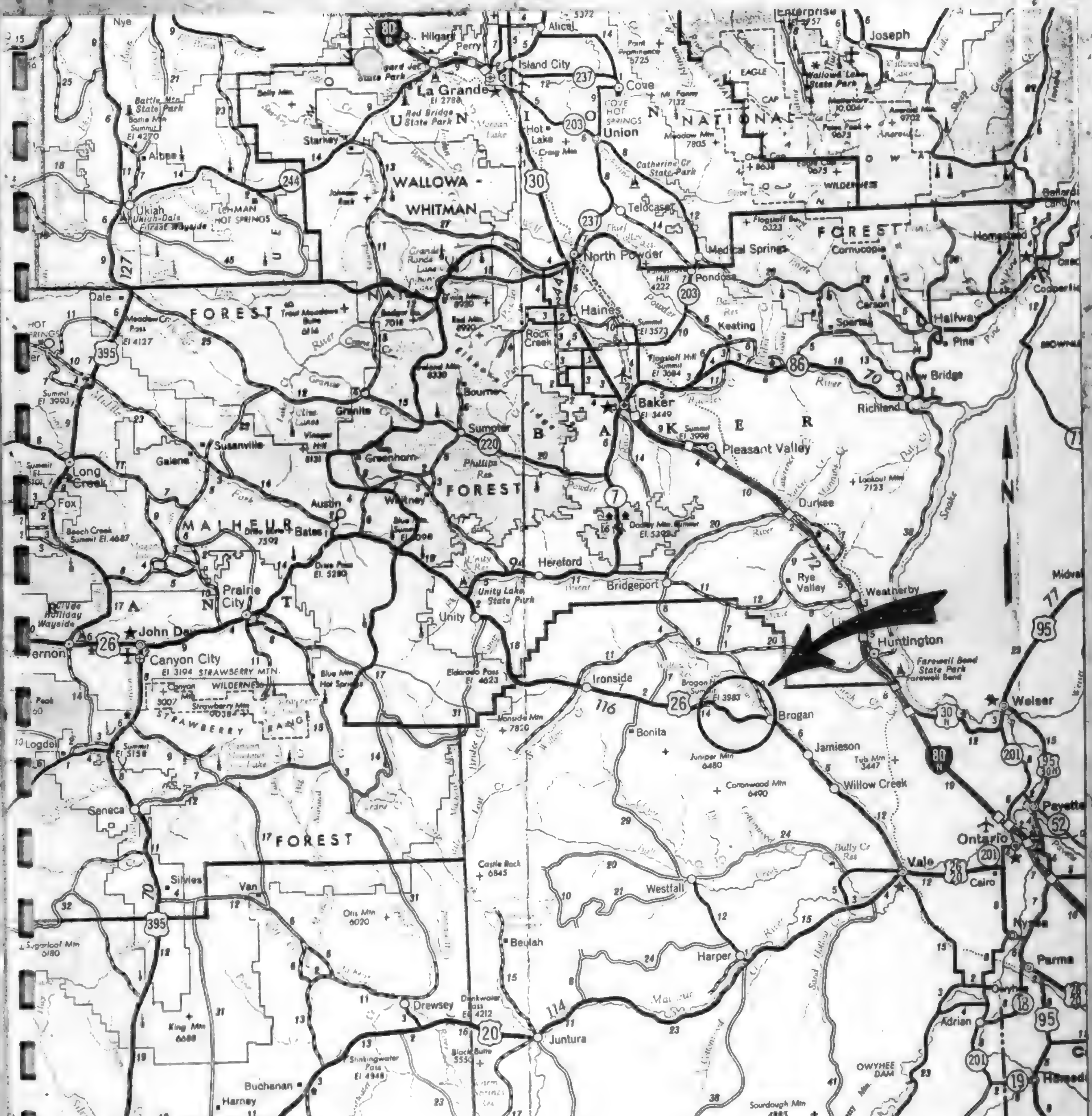
	West Unit	East Unit
Length,miles	2.9	5.0
Total Number of Curves	7	11
Maximum Curve	7°	6°
Number of Maximum Curves	1	3
Maximum Grade	6%	5%
Total Rise and Fall, feet	654	808
Highest Grade Elevation	3980	3330

DESIGN

Highway Class	"D"
Design Speed, mph	55

TRAFFIC

1972 ADT	380
1992 ADT	610
Truck Traffic	21%


La Grande
Island City
Alicel
Perry
Hilgard
Cove
Union
Hot Lake
Enterprise
Joseph
Wallowa Lake State Park
EAGLE CAP WILDERNESS
WALLOWA - WHITMAN
NATIONAL FOREST
Telocaset
North Powder
Medical Springs
Haines
Rock Creek
Baker
Pondosa
Keating
Sparta
Carson
Cornucopia
Halfway
Pine
Homestead
Copperfield
Richland
New Bridge
Pleasant Valley
Durkee
Weatherby
Rye Valley
Huntington
Farewell Bend State Park
Lookout Mtn 7123
BAKER
Sumpter
Bourne
Granite
Greenhorn
Whitney
Austin
Bates
Susanville
Galena
Long Creek
Fox
Dale
Ukiah
Albee
Battle Mtn State Park
Lehman Hot Springs
Starkey
Red Bridge State Park
Hereford
Unity
Unity Lake State Park
Bridgeport
Prairie City
John Day
Canyon City
STRAWBERRY MTN. WILDERNESS
STRAWBERRY RANGE
Vernon
Clyde Holliday Wayside
Ironside
Eldorado Pass El 4623
Brogan
El 3983
Bonita
Jamieson
Willow Creek
Juniper Mtn 6480
Cottonwood Mtn 6490
Tub Mtn 3447
Weiser
Payette
Ontario
Vale
Cairo
Nyssa
Parma
Adrian
Owyhee
Westfall
Harper
Castle Rock 6845
Beulah
Logdell
Seneca
Silvies
Van
Otis Mtn 6020
Sugarloaf Mtn 6180
King Mtn 6680
Drewsey
Juntura
Buchanan
Harney
Burns
Hines
Lawen
Crane
Riverside
Creston
Venator
Princeton
Narrows
Malheur Lake
Harney Lake
Star Mtn 5500
Stockade Mtn 5855
Crowley
Cedar Mtn 5440
Sourdough Mtn 4985
OWYHEE DAM
Lake Owyhee State Park
Owyhee Lake
Succor Creek State Recreation Area
MAHOGANY MTS
Rockville
Malloy Ranch
MALHEUR
FOREST
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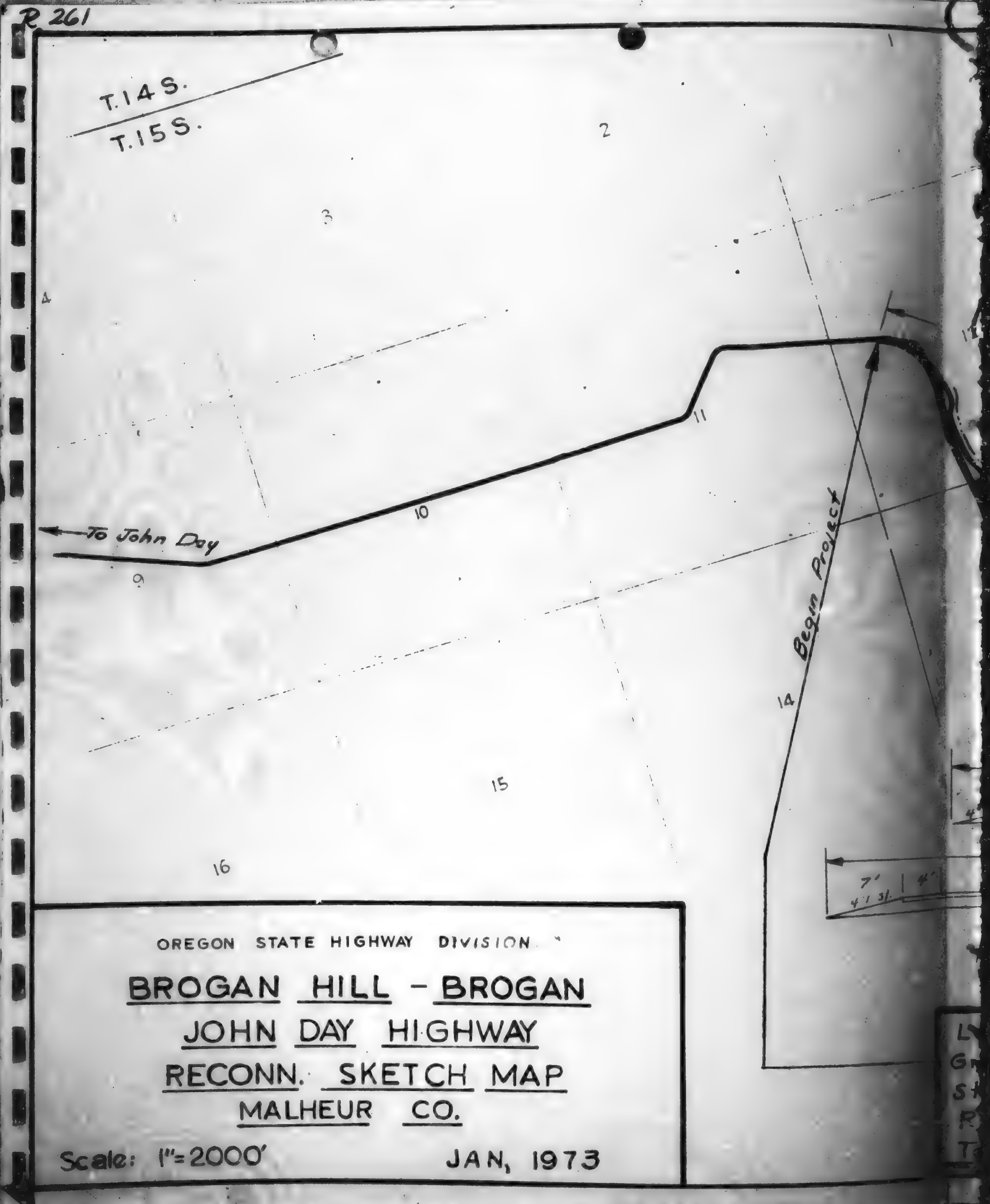
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T.15S.
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To John Day
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Begin Project
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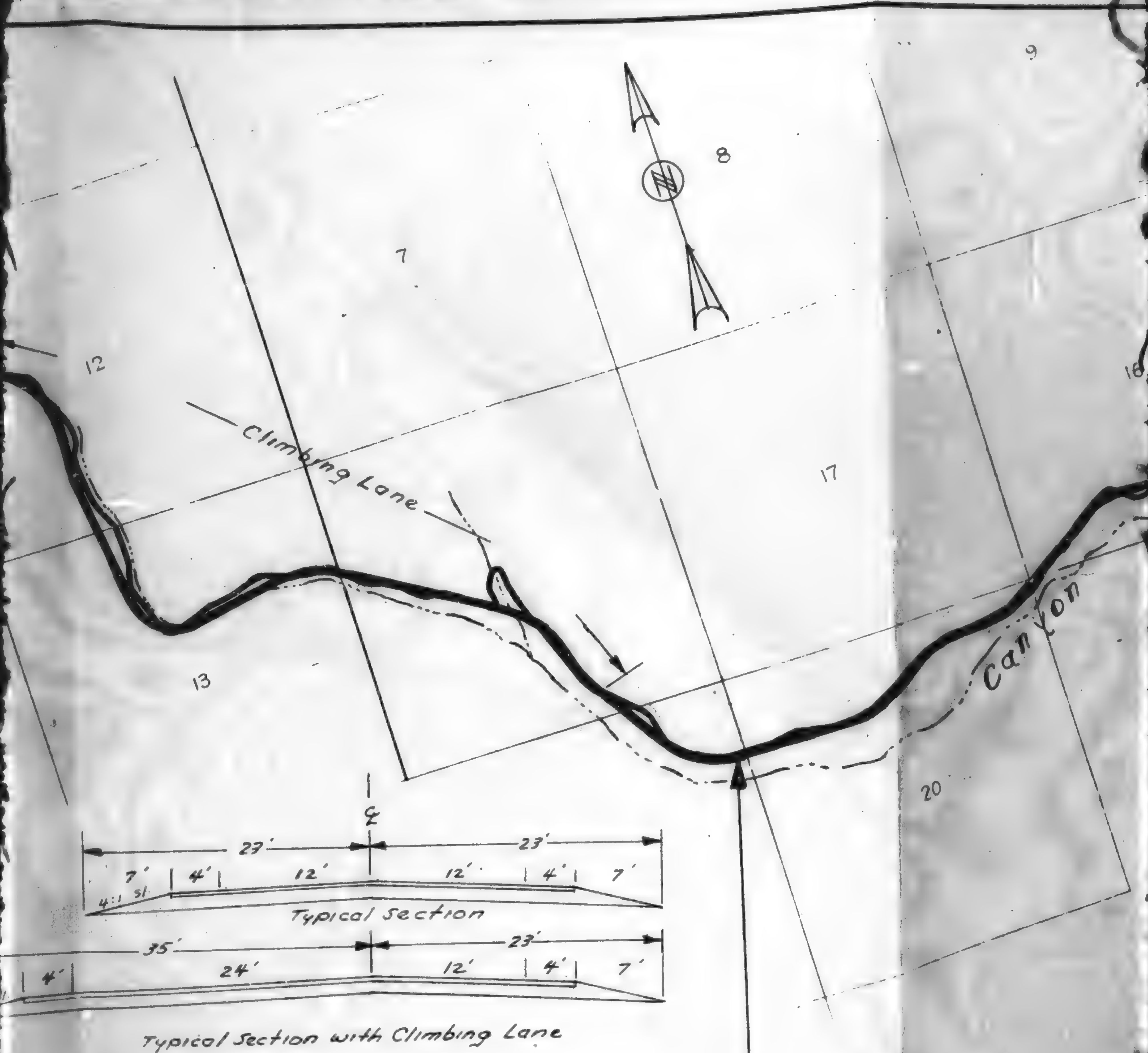
4'

OREGON STATE HIGHWAY DIVISION

BROGAN HILL - BROGAN
JOHN DAY HIGHWAY
RECONN. SKETCH MAP
MALHEUR CO.

Scale: 1"=2000'

JAN, 1973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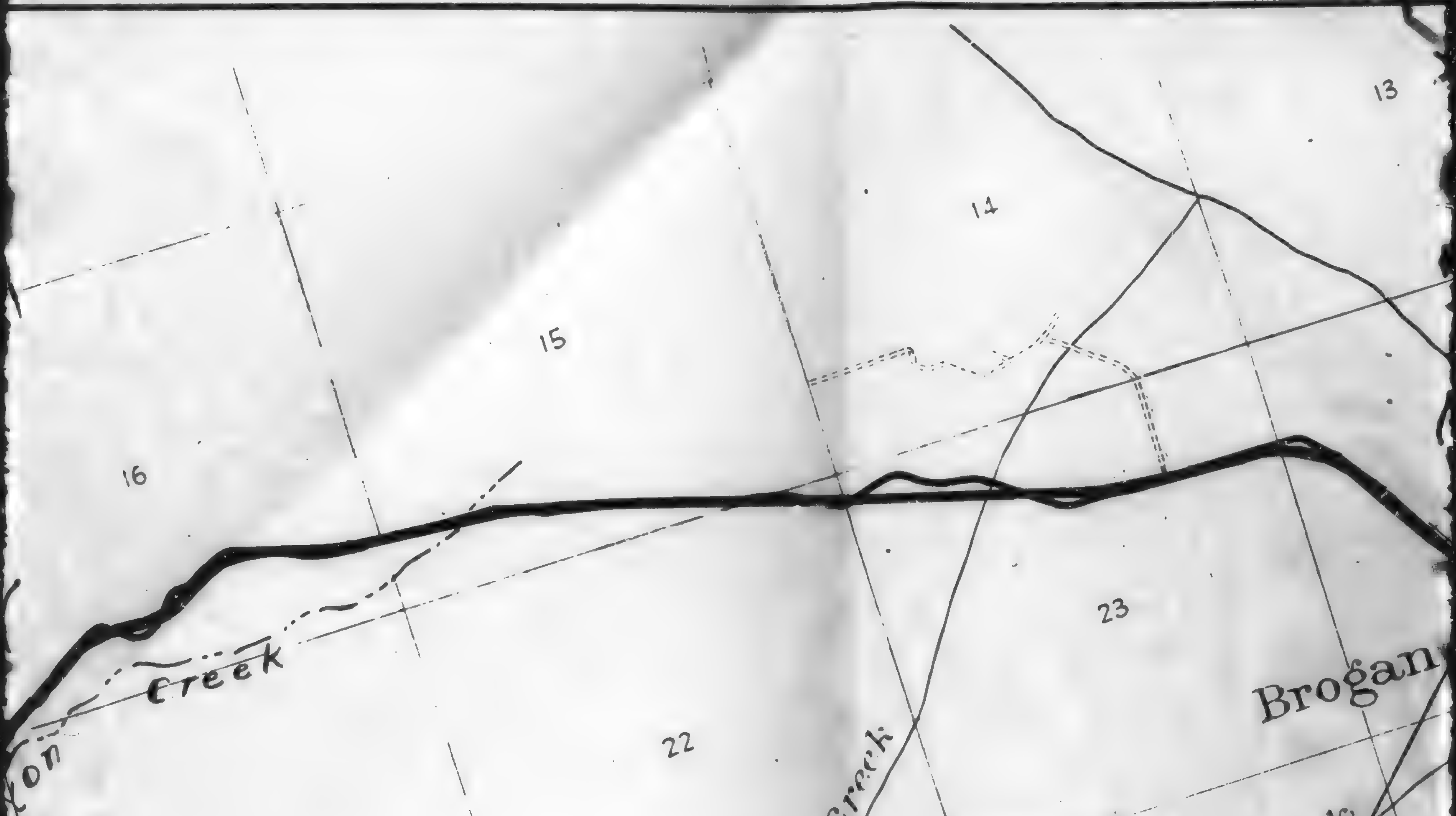
Climbing Lane
Canyon
℄
27'
23'
7'
4'
12'
12'
4'
7'
4:1 Sl.
Typical Section
35'
23'
4'
24'
12'
4'
7'
Typical Section with Climbing Lane

West Unit

Length	2.9 Miles
Grade & Pave	$1,314,000
Structures	—
R/W	6,000
Total Cost	$1,320,000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on
Creek
Brogan
Poall Creek
Black Creek
End Project
℄
23'
23'
7'
4'
12'
12'
4'
7'
4:1 Sl

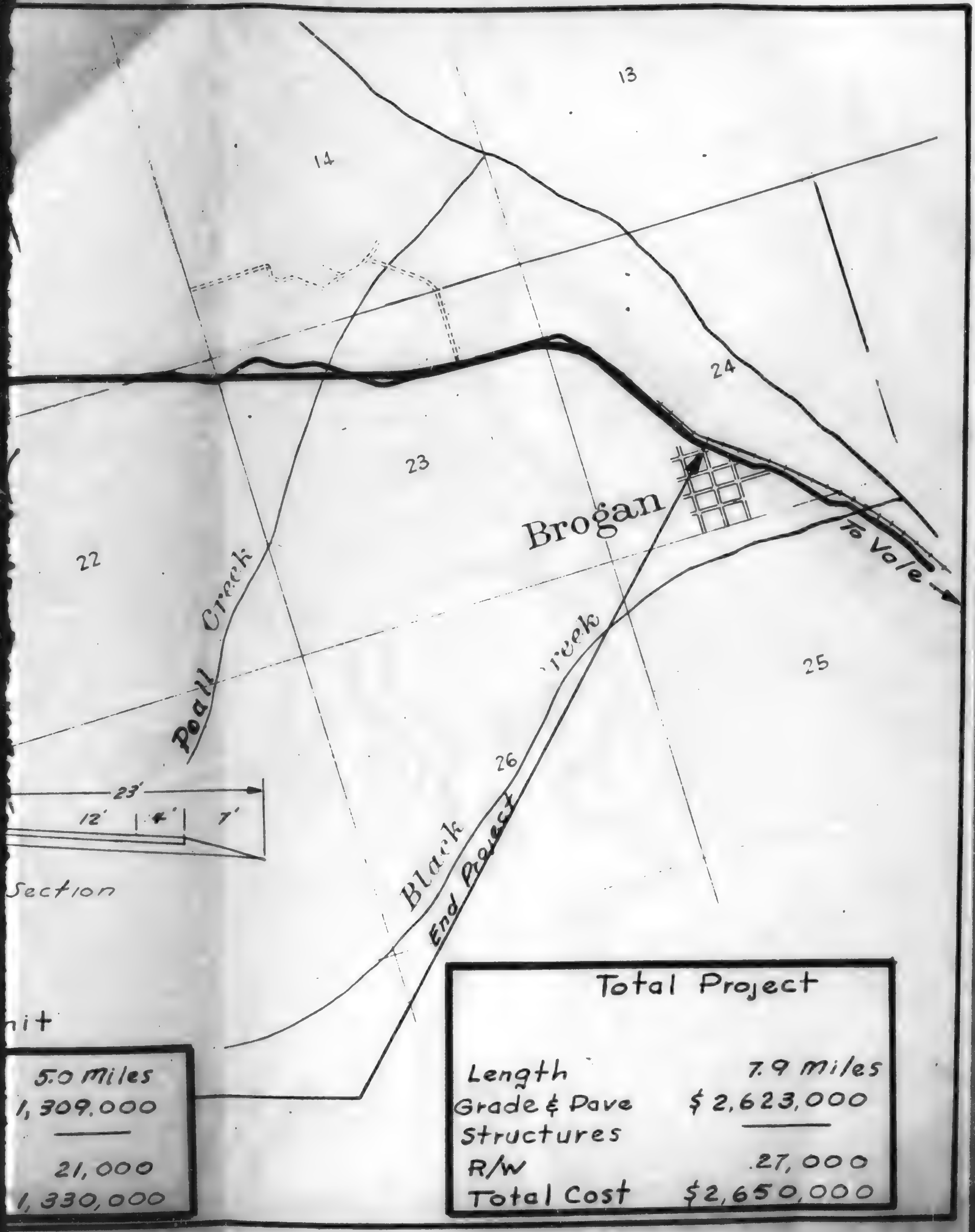
Typical Section

East Unit

Length	5.0 Miles
Grade & Pave	$ 1,309,000
Structures	———
R/W	21,000
Total Cost	$ 1,330,000

Tota

Length	
Grade & Pave	
Structures	
R/W	
Total Cost	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Poall Creek
Black Creek
End Project
To Vale
23'
12'
4'
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Section
nit

5.0 Miles
1,309.000
21,000
1,330,000

Total Project

Length	7.9 Miles
Grade & Pave	$ 2,623,000
Structures	
R/W	27,000
Total Cost	$2,650,000

8980

8

FORM E-123
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 7 - 1967
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

MAR 10 1967
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
✓ Engineering M B
Water Res.
Inland

~~February 8, 1967~~
3-2-67

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

Dear Sir:

Enclosed is the following prospectus for a location survey proposed by the Oregon State Highway Department:

Brogan Hill-Brogan Section, John Day Highway, Malheur County.

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

3/6/67
Copies to
Klabau
Young
Hall
Rooke
Murelock
Parsons (3)
LP

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
F. D. Morgan
Construction Engineer

SNR 3-2-67

Enc.

Dear Mr. Morgan,

As per our Memorandum of Understanding, Modification No1 dated May 19, 1965 we concur with the Oregon Game Commission's comments to you dated 2-28-67.

Bert Carnegie
Hydraulic Engr.

cc: OGC

88[illegible]0

RECEIVED
MAR 6 - 1967
FOR FILING

J

COMMISSIONERS
Jose[illegible] Klamath Falls
Chairman
J. Pat Metke, Bend
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

February 28, 1967

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 2 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letters of February 8, and February 16, 1966, relative to the prospectuses for the following projects:

1. Brogan Hill-Brogan Section, John Day Highway, Malheur County.
2. Sanderson Bridge Section, Albany-Lyons Highway, Linn County.

There will be no fishery or wildlife problems in connection with the Brogan Section project, and it is approved.

As regards the Sanderson Bridge Section, it is noted that a new bridge is planned for the crossing of the South Santiam River. The South Santiam harbors several species of anadromous fish and protection from silt or other pollution must be provided. Extensive rehabilitation of fish runs in this stream is currently under way and proper water quality must be maintained.

Thank you for the opportunity of reviewing these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm

cc: Director OFC

3-2-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
A. F. Parson (2)
fp

8880

9

RECEIVED
FEB 10 1967

2-8-67

Prefix No. 23-1411

LOCATION PROSPECTUS
BROGAN HILL-BROGAN SECTION
JOHN DAY HIGHWAY
MALHEUR COUNTY

HIGHWAY: John Day. State Primary No. 5, Federal-aid Primary No. 6.

TERMINI: North end at M.P. 246.7, 0.2 mile east of Brogan Hill Summit. South end at M.P. 254.6 at Brogan.

LENGTH: 7.9 miles.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and oiling on new and revised alignment. The route approximates the existing facility, using it where possible, with minor changes in alignment. Reconnaissance is not necessary. Soils investigations will be conducted. Special drainage studies will be made where required. An economic analysis is not needed at this time. Investigations will be made of past high water data to see if the design of this project will be affected.

CHARACTERISTICS: Existing ADT 380; projected ADT 600.

STANDARDS: Class "D". Maximum grade 6 per cent, maximum curvature 7 degrees. Deviations from State or AASHO standards not anticipated.

TYPICAL SECTION: 24-foot travel way with paved 4-foot shoulders.

BRIDGES: M.P. 251.88, structure over Canyon Creek, horizontal clearance of 21.03 feet. M.P. 253.14, structure over Pole Creek, horizontal clearance of 23.03 feet. Field studies will be made to determine any alterations necessary to the existing structures. These structures to be widened to 32-foot horizontal clearance or replaced.

BASE DESIGN: Tentative design for construction:

Wearing Surface	1-1/4" 0-11
Top Course Base	2 " Level
Bottom Course Base	17 " Coarse Base
Total Depth	20-1/4"

NOTED
TOM EDWARDS

ACCESS: Direct to pavement. Limited as to location and width; unrestricted as to land use.

MATERIAL SOURCES: To be determined at time of survey and referenced to the project.

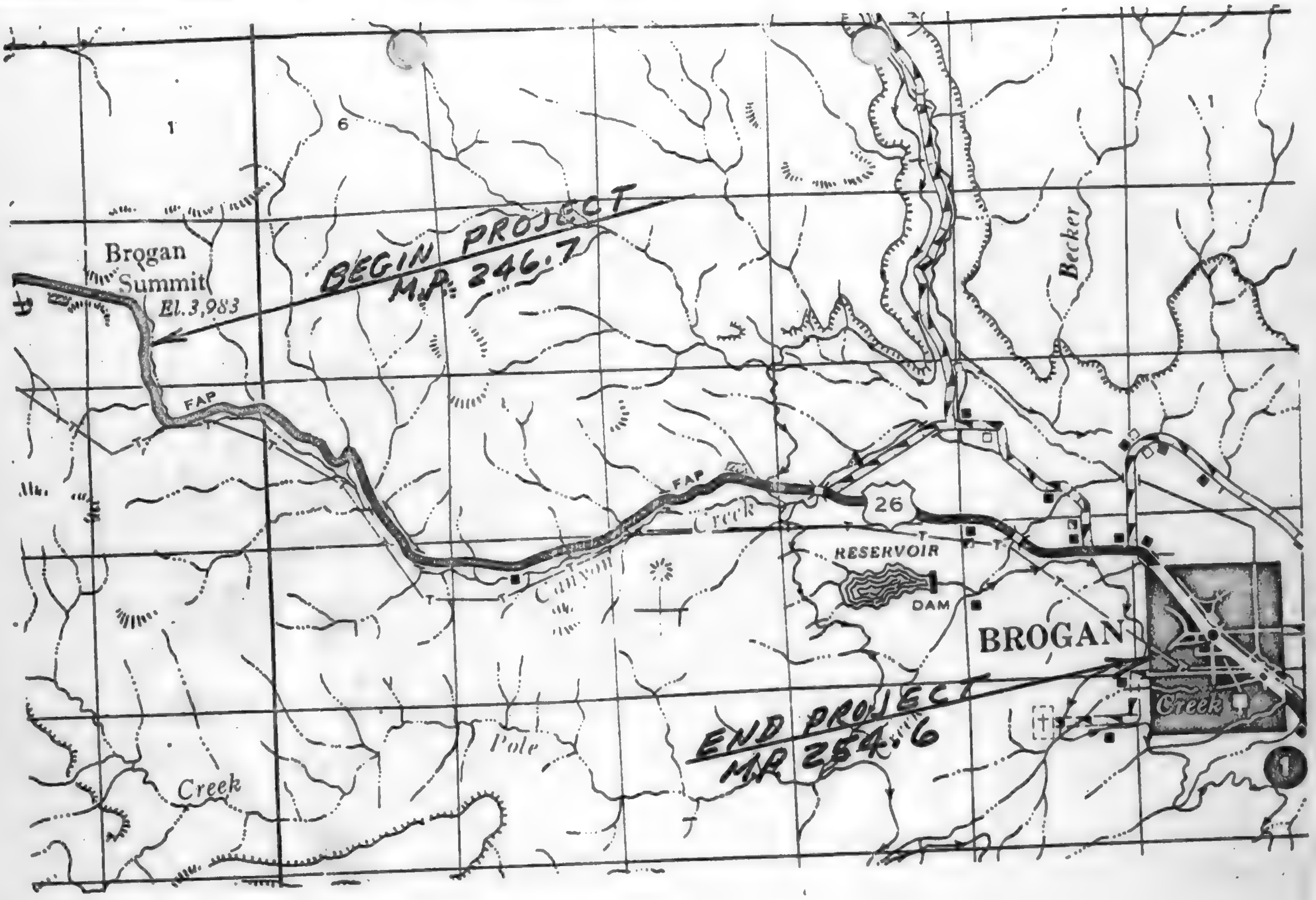
ADDITIONAL FACILITIES: No railroads or interchanges.

AGREEMENTS: Routine utility adjustments are anticipated.

STATE PARKS OR ROADSIDE REST AREAS: None.

February 8, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
FEB 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER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Brogan
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BEGIN PROJECT
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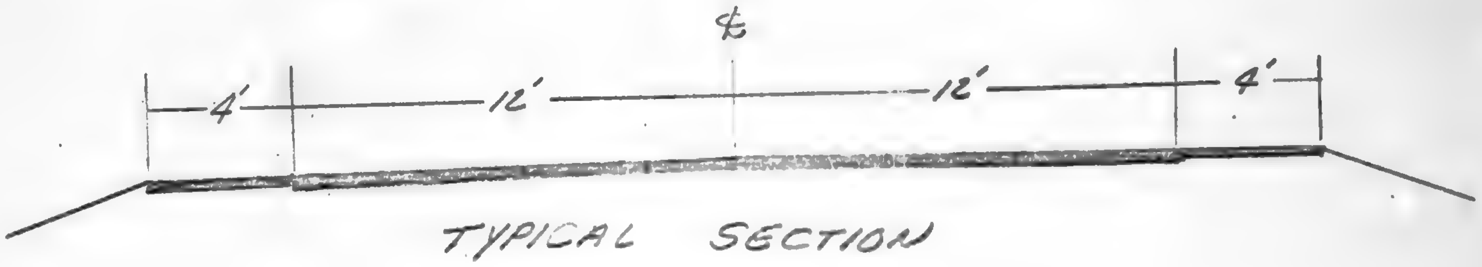
Pole
Creek



TYPICAL SECTION

PROSPECTUS MAP
BROGAN HILL- BROGAN
JOHN DAY HIGHWAY
MALHEUR COUNTY
FEB. 1967

8880

8

RECEIVED
OCT 6 - 1965

SP*6470-734

~~FOR FILING~~

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1965

SUBJECT: Reconnaissance Report
Brogan Hill-Brogan
John Day Highway

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

At the request of Mr. Shaw several months ago, Mr. Tebeau has completed a reconnaissance estimate on the subject section. His first report on July 21, 1965 was made on a rather "high-powered" alignment and left the present highway in practically its entire length. The traffic on this section I considered this unnecessary and he has now submitted a report or a general improvement of the existing highway. I believe otherwise the report is self-explanatory.

F. D. Morgan
Construction Engineer

By D J Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

Attach.

RECEIVED
AUG 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

File

NOTED
F. B. KLABOE

FORM E-90 50M 5-60 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1965

SUBJECT: Supplementary Report
Brogan Hill-Brogan
John Day Highway

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

The previous report (July 21, 1965) covered a rather "high-powered" proposal for improvement of this segment of the John Day Highway. This supplementary report covers improvement of this highway along the existing alignment with enough revision to develop 10-degree alignment and sufficient sight distance.

Estimated cost is $2,140,000 for 8.9 miles of construction as follows:

Grade and Pave	$2,050,000
Structures	90,000
Right of Way	Negligible
Est. Const. Cost	$2,140,000

This estimate reflects an ultimate two-lane facility with 12-foot lanes and 4-foot shoulders; climbing lanes were not considered because of the relatively low volume of traffic (1983 ADT = 560). Existing pavements were assumed non-salvagable.

This proposal would reduce the overall distance about 0.4 mile; on the basis of economics alone, the improvement could not be justified. In making an economic comparison between this proposal and the one reported in the July 21 report, it was found that any improvement of this segment should be made along the existing alignment. A lesser improvement (widening only with no significant changes in alignment) would cost in the neighborhood of $1,500,000 for 9.3 miles -- pavement would be salvaged in this instance.

W. H. Tebeau
W. H. Tebeau
Reconnaissance Engineer

WHT:fp

FORM 2-30 80M 3-63 SP*6479-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1965

SUBJECT: Brogan Hill-Brogan
John Day Highway

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

An estimate has been prepared for improvement of the John Day Highway from the Brogan Hill Summit southeasterly to Brogan. The present highway is quite narrow having snake-like alignment with an ADT in 1963 equal to 350 (1983 ADT = 560). For the study a 1"=400' aerial topographic map was used with no field observation being made.

The estimated cost is $2,700,000 for 8.3 miles of construction as follows:

Grade and Pave	$2,600,000	
Structures	100,000	
Right of Way	50,000	
Est. Const. Cost	$2,750,000	(8.3 miles)

This estimate is based on a two-lane roadway yielding 12-foot lanes with 4-foot shoulders; climbing lanes are not considered because of the relatively low volume of traffic.

As a matter of interest, the following comparison of physical characteristics is given:

	Existing Facility	Recon. Proposal
Length, miles	9.3	8.3
Total Central Angle	2210°	265°
Total number of curves	75	7
Maximum Curve	64°	3°30'
No. Maximum Curves	1	1
Max. Central Angle, 1 curve	160°	56°
Maximum Grade	6%	6%
Length maximum grade	600'	7,200'
Length Grade 3%+	31,350'	26,400'
Total Rise and Fall	1,510'	1,455'
Highest grade elevation	3,981'	3,978'

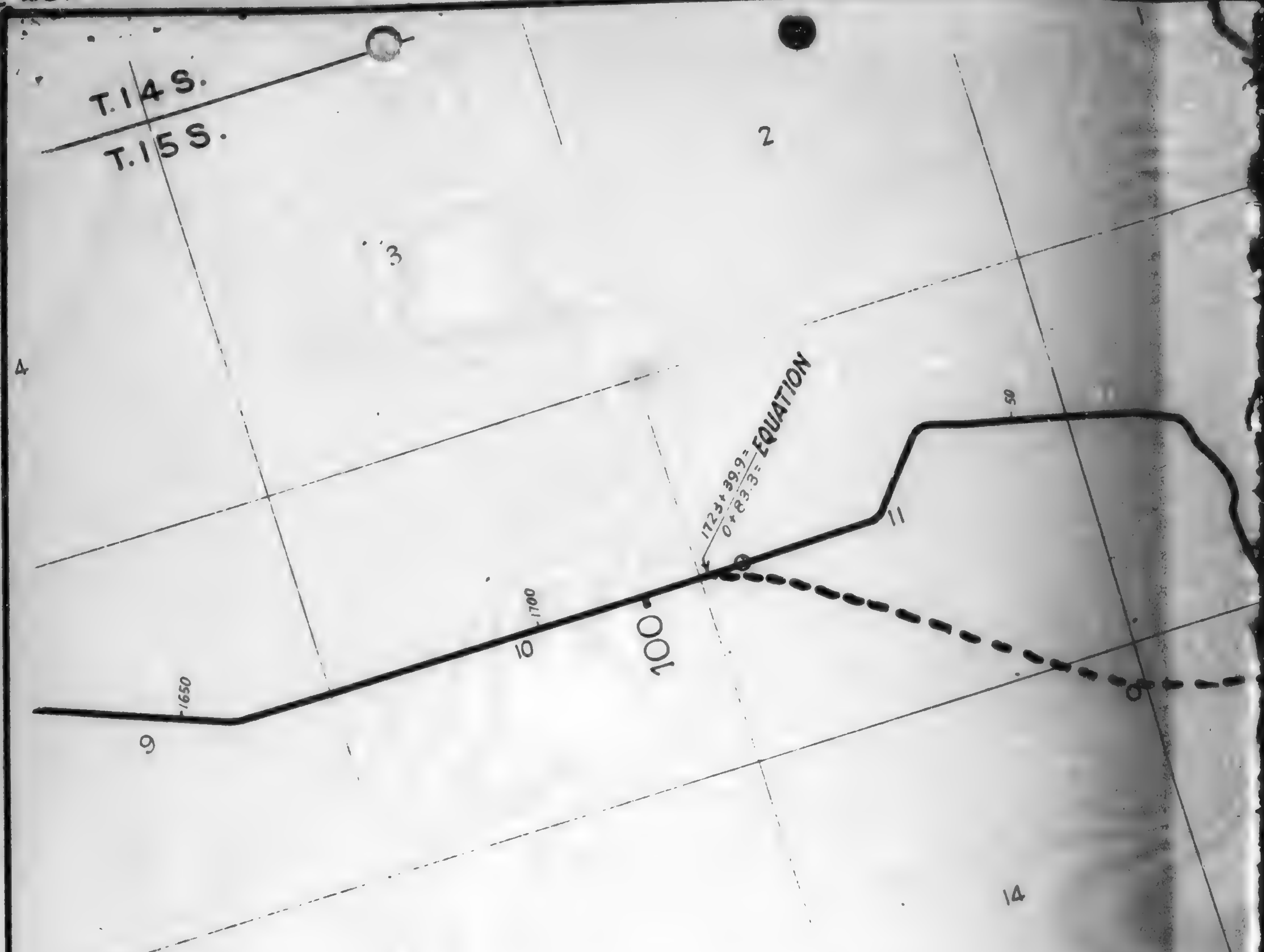
This tabulation reveals that the proposal is about one mile shorter than the existing facility. It would appear that the proposal is quite "high-powered"; however, because of the topographical features of the area, any improvement in horizontal alignment, if it is to be meaningful, would take on the physical characteristics as shown -- horizontal and vertical alignments are controlled by a creek paralleling the present highway.

A rough computation indicates that there would have to be about 2,700 vehicles per day through this area in order for the benefits to offset the amortization. This would indicate that any improvement of this magnitude could not be economically justified. It is possible that token improvement involving widening along the present alignment could be undertaken; however, it would not solve the problem of reduced capacity due to horizontal alignment; this approach was not pursued on this investigation.

A small scale map is attached.

W. H. Tebeau
W. H. Tebeau
Reconnaissance Engineer

WHT:fp:bjm
Attachment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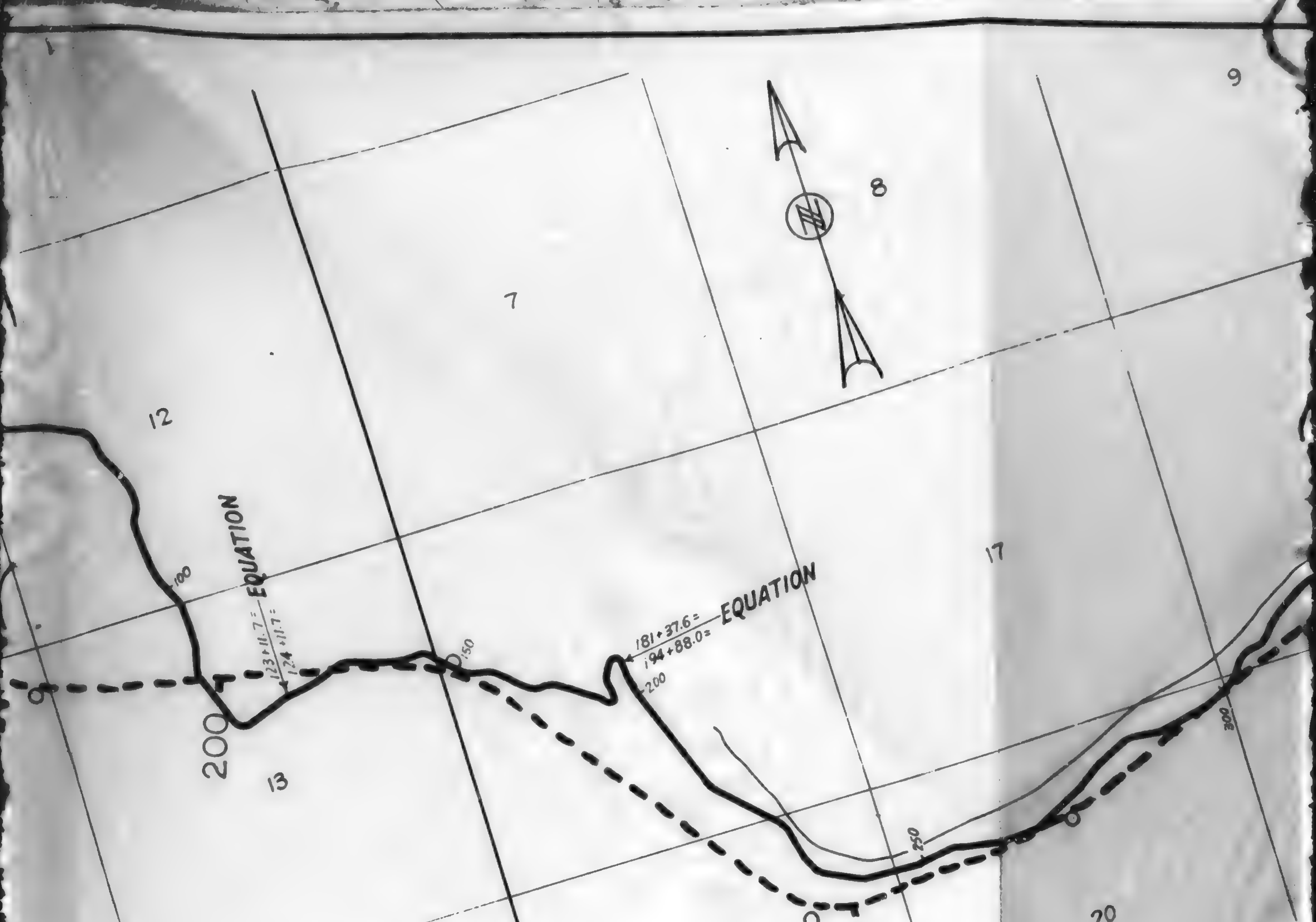
OREGON STATE HIGHWAY DEPARTMENT

BROGAN HILL - BROGAN
JOHN DAY HIGHWAY
RECONN. SKETCH MAP
MALHEUR CO.

Scale: 1"=2000'

JULY, 1965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124+11.7=
100
181+37.6=
194+88.0=
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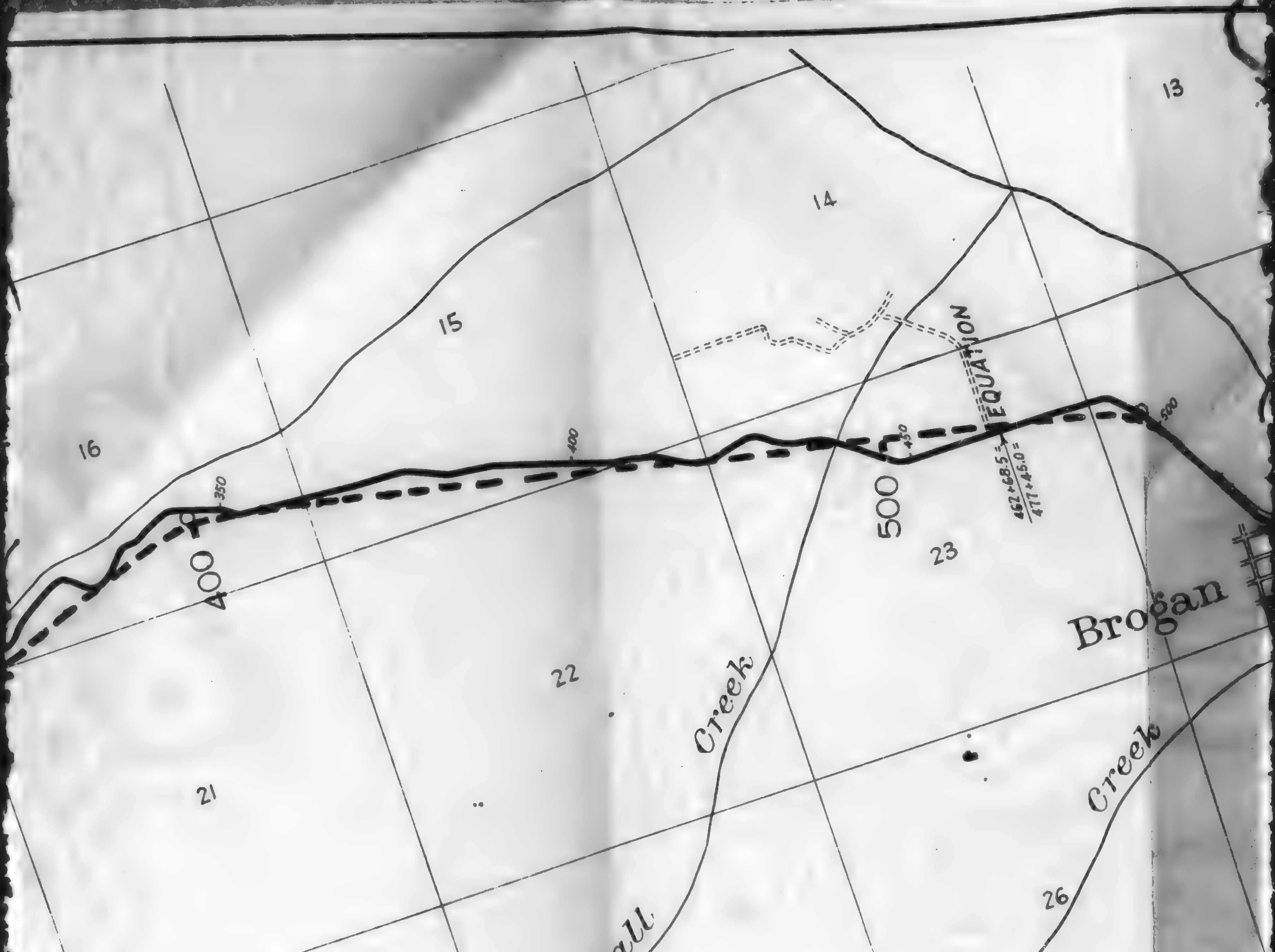
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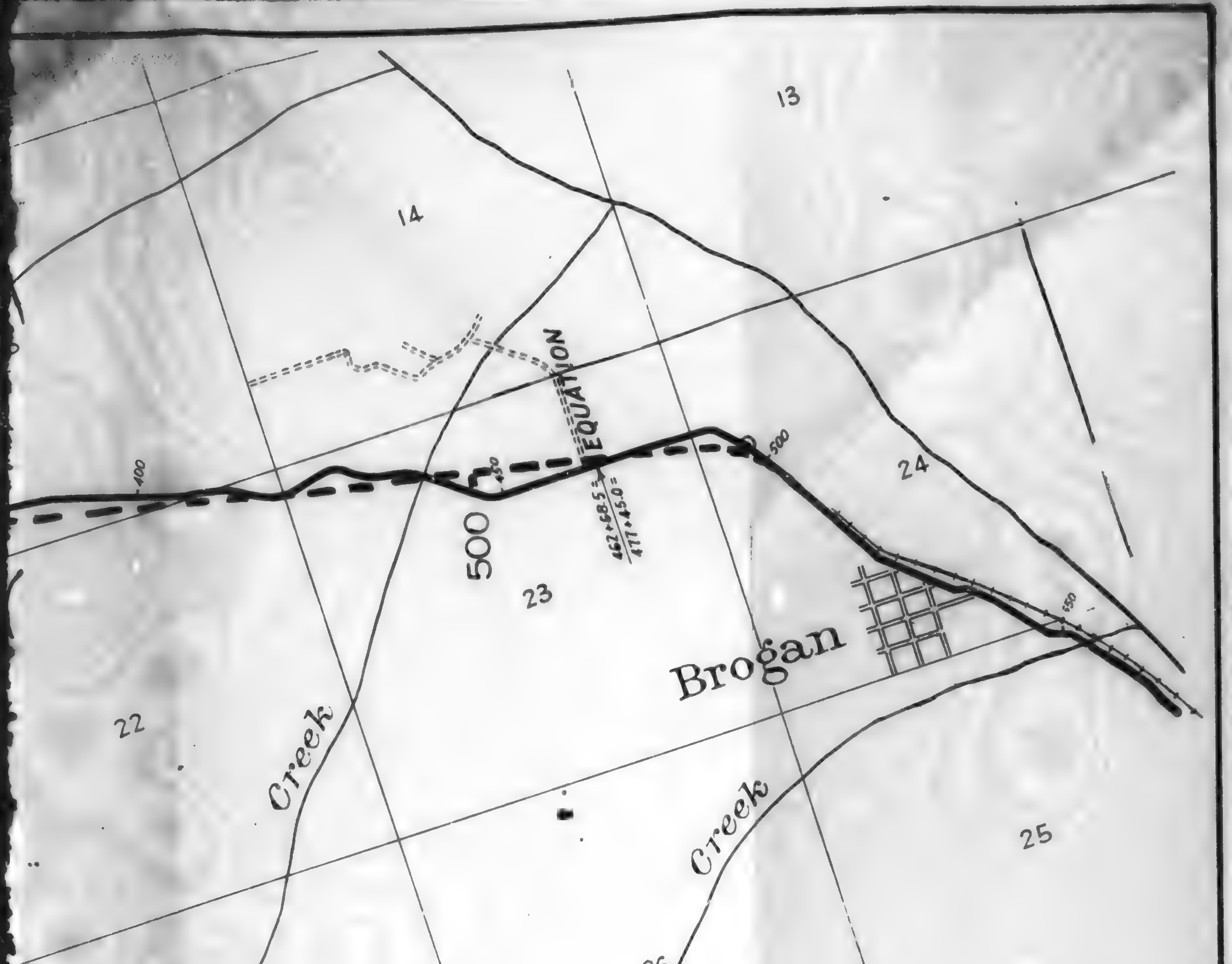
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APR 12 1965
FOR FILING

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April 9, 1965

The Honorable Anthony Yturri
State Senator
Oregon State Senate
State Capitol Building
Salem, Oregon 97310

Dear Senator Yturri:

Reference is made to your petition dated March 19, signed also by Representatives Robert F. Smith and Tom Hennemette, having to do with highway improvements on the John Day Highway in the Brogan Hill area.

The Highway Commission and the Department are very aware of the deficiencies in this section; unfortunately, funds are not available to cure all of the inadequate segments. It is difficult to forecast what will be available in the immediate future but as soon as our budget has received Legislative approval, we will try to draw a focus on what can be accomplished during this next construction season.

Your Highway Commission has obligated all Federal-aid monies now available or which will be available for the fiscal years of 1966 and 1967. The amount of State funds at the Commission's disposal will depend somewhat on the action taken by the Legislature on the Highway budget. It is our feeling that the revenue estimates that have been proposed are a bit too speculative and if the requirement to expend $7 million during the biennium on nonhighway system urban routes is approved, it may leave the State Construction Program with limited means of financing nonfederal-aid projects.

Senator Yturri
Page 2
April 9, 1963

I will see that this problem has the continuing attention of the Highway Commission and that is about all I can do at the moment.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Glenn L. Jackson
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell

BLP:ms fn

8880

HOME ADDRESS
ANTHONY YTURRI
[illegible] S. W. 5TH
ONTARIO, OREGON

RECEIVED
APR 7 - 1965
FOR FILING

COMMITTEES:
VICE CHAIRMAN: JUDICIARY
MEMBER: ELECTIONS
TAXATION
CONSTITUTIONAL REVISION

COPY FOR MR. Forrest Cooper
From Floyd Query, Secretary

original to Jackson 3-22
FC

STATE OF OREGON
OREGON STATE SENATE
SALEM

March 19, 1965

Oregon State Highway Commission
Highway Building
Salem, Oregon

NOTED
R L PORTER

Attention: Mr. Glenn Jackson, Chairman

Porter - Is this closed?

Gentlemen:

Enclosed herewith is Petition signed by Representatives Robert F. Smith and Tom Bessonette as well as myself which respectfully urges your attention to U.S. Highway 26 in Malheur County.

We will be grateful for your favorable action on this request.

Sincerely,

Anthony Yturri

Anthony Yturri

/e
Enclosure

RECEIVED
MAR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PETITION

We the undersigned legislators of the State of Oregon do hereby respectfully petition the State Highway Commission to commence work during the year 1965 upon that section of U. S. Highway No. 26 between Brogan and Ironside in Malheur County commonly known as the Brogan Hill. Approximately seven to eight miles of this road are extremely hazardous which fact has been made known to the Highway Commission and the Highway Department by photographic slides, oral presentations and investigations.

The people in the area and those served by this section of highway believe that it has been too long neglected, and that the dangerous condition of the road and the extent of its use entitles it to a priority. We respectfully request that this construction be undertaken as soon as possible.

Respectfully submitted,

Anthony Yturri

Anthony Yturri, State Senator
Malheur, Harney, Grant & Baker Counties

Robert F. Smith

Robert F. Smith, State Representative
Malheur and Harney Counties

Tom Bessonette

Tom Bessonette, State Representative
Grant and Baker Counties

Salem, Oregon
March 19, 1965

8880

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MAR 13 1965
FOR FILING

8

March 16, 1965

Hon. Ellis A. White
Malheur County Judge
County Courthouse
Vale, Oregon

Dear Judge White:

Reference is made to your March 10 letter addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, expressing your County's support for improvement of the John Day Highway at Dragon Hill.

This matter was the subject of a formal request at the Highway Commission meeting on March 11. We will see that your letter becomes part of this record and that it has the attention of the Commission when future construction programs are formulated.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
A. F. Parson

RLP:ms fn

The County of Malheur

MALHEUR COUNTY COURT

Ellis A. White,
County Judge
EARL M. FLOCK,
Commissioner
JACOB FISCHER,
Commissioner

VALE, OREGON

REFERRED TO
Forrest Cooper
BY SECRETARY

March 10, 1965

Oregon State Highway Commission
Glenn L. Jackson, Chairman
Salem, Oregon

Re: Highway #26

Gentlemen:

That part of Oregon Secondary Highway No. 26 beginning at mile post #242 East of Cow Valley and running through to mile post #250 West of Brogan has been the scene of numerous accident fatalities, particularly on what is known as Brogan Hill and the dangerous sharp curves and switchbacks.

Porter

Recently, Trailways Bus Line petitioned for abandonment of bus service between John Day and Vale, giving as one of the reasons for abandonment, the hazzardous grades and alinement of this section referred to.

The Malheur County Court has discussed improvement of Highway #26 with members of staff from both Pendleton and Salem. This highway is a valuable means of communication to local and tourist travel serving all points east of John Day and in several instances, serving communities having no other state highway.

The Court requests your consideration for continued improvement of Highway #26 and programming of relocation of the Brogan Hill Section, at an early date.

Thanking you for your consideration of this greatly needed improvement, I remain,

Sincerely yours,

MALHEUR COUNTY COURT

Ellis A. White

Ellis A. White
Malheur County Judge

NOTED
R. L. PORTER

copy to FC

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APR 12 1965
FOR FILING

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STATE HIGHWAY COMMISSION MEETING

Delegation Cont. Al Reinertson group

Date 3-11-65

Time 11:15

Name	City or Town	Capacity
Connie Johnson		Blue Mountain Eagle
Judge E. Howell		
Lloyd Evans	Unity	
John Berning	Redmond	
Fred DeMeyer		
F.D. Sokol	Prairie City	
Mr. & Mrs. Talbott Robinson	Prairie City	
Leslie Holland	"	
Logan Newton		
H. Owens	John Day	
David Yager	Prairie City	
Leslie Holland	"	
Jack McKenna		
Hilton Clark	Vale	
Fred Jackson	"	
Joseph Buttice	Vale	
Maude Johnson	Long Creek	
David Yager	Prairie City	
Ernest Sharp	John Day	
Tom Barrett	Prairie City	
Herman Deboness	Mt. Vernon	
Harold Coombe	"	
Ernst Rehder	"	
Frank L. Howard	Bates	
Ray Stevens	John Day	
H. Owens	"	
G. L. Herberger	"	
Harry Grimsley	"	
H. E. Lover	"	
Dave Owens	"	
Carl Stratton	"	
John Gardner	"	
Clyde Daville		
Herschel Leatherbury	John Day	

NOTED
FLOYD QUERY

STATE HIGHWAY COMMISSION MEETING

Delegation Al Reinertson, Manager of Grant County Chamber of Commerce, John Day, and others, re improvement to Highway 26 between Ironsides and Brogan.

Date March 11, 1965

Time 11:15 a.m.

Name	City or Town	Capacity
Homer Damon (spokesman)	John Day	Chairman of Hwy. Committee, C. of C.
Al Reinertsen		
Jim Maple	"	
C. W. Stutesman	"	
Gene Mulcare	"	
Vern Ricketts	"	City Council

8880

agenda item
1. ~~30~~ 15

A-128X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 10, 1965

The Honorable Anthony Yturri
State Senator
Oregon State Senate
State Capitol Building
Salem, Oregon 97310

Dear Tony:

I have your letter of February 9 concerning Highway 26 from Ironside to Brogan.

On February 5, Aaron Macy, Secretary of the Prairie Community Chamber of Commerce, directed a letter to this Department. This letter was answered by Floyd Query, Secretary to the Highway Commission. Mr. Query told Mr. Macy that he was reserving time for his group to discuss its problem with the Highway Commission at its next meeting on March 9 at 11:15 a.m.

If I can be of any other help to you, please let me know.

NOTED
R. L. PORTER

Kindest personal regards,
Original signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter ✓ Have available any dope we may have.
C
Floyd Query
Victor D. Wolfe
Ralph Sipprell
A. F. Parson

Oakes will furnish

rept rec'd
2-17

ME ADDRESS
THONY-YTURRI
1051 S. W. 5TH
ONTARIO, OREGON

COMMITTEES:
CHAIRMAN: HIGHWAYS
VICE CHAIRMAN: JUDICIARY
MEMBER: ELECTIONS
TAXATION
CONSTITUTIONAL REVISION

STATE OF OREGON
OREGON STATE SENATE
SALEM

February 9, 1965

Mr. Forrest Cooper
State Highway Engineer
Highway Department
Salem, Oregon

Dear Forrest:

I know that you have received the original of a letter from the Prairie Community Chamber of Commerce with respect to that portion of Highway #26 from Ironside to Brogan. You will recall that this is the stretch of road which I have discussed briefly with you.

There is no segment of any highway in Oregon, other than perhaps certain uncompleted portions of Interstate #80 North that deserve and require more immediate attention than does this segment.

The Prairie Community Chamber of Commerce has requested a visitation with the Highway Commission to discuss this problem and I will be most grateful if you will make such arrangements as are necessary to provide this group with an opportunity to personally present their views.

Sincerely yours,

Tony

Anthony Yturri
State Senator

/e

Copy to: Prairie Community Chamber of Commerce
Prairie City, Oregon

NOTED
FORREST COOPER

February 8, 1965

Mr. Aaron Macy, Secretary
Prairie Community Chamber of Commerce
Prairie City, Oregon

Dear Mr. Macy:

In your letter of February 5, you state that the Prairie Community Chamber of Commerce wishes to appear before the State Highway Commission concerning improvement of Highway 26 between Ironsides and Brogan.

The next Highway Commission meeting is scheduled for Tuesday, March 9, in Room 419 of the State Highway Building in Salem at the corner of Capitol and Center Streets.

Fifteen minutes of time has been reserved for your group beginning at 11:15 a.m. If you are unable to come at this time, please let us know.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:fm

cc Commissioners
Forrest Cooper

STRAWBERRY MOUNTAIN

PRAIRIE COMMUNITY CHAMBER OF COMMERCE
INCORPORATED
PRAIRIE CITY, OREGON

Prairie City, Oregon, 2- 5-1965

Oregon State Highway,
Dept. of Roads,
Salem, Oregon

Gentlemen:

We, the members of the Prairie Community Chamber of Commerce, of Prairie City, Oregon, desire a hearing with the Oregon State Highway Commission, on a road program for Highway 26, from Ironsides to Brogan, as soon as possible.

This part of Highway 26 is a sub-standard highway, which makes it a bad highway for Bus service, and also for heavy trucking.

There is much comment on this part of this highway by traveling motorists, as to its curves, rough surface spots and general condition.

Trusting this will be taken care of at your next regular meeting, we beg to remain,

Respectfully,

Prairie Community Chamber
of Commerce
Aaron Macy
By Aaron Macy, Sec.

1979 Pine St.NE-Academy St. 8882
NE Sec. Pac. Hwy. E. Salem
(grade, pave & sig.)

C 9 A 6733 2-2-79

STATE COPY

8222

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 3-30-82	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. HES-26(14)
COMPLETION DATE 5-7-80	ACCEPTANCE DATE BY CONTRACT AGENCY 7-7-81	TIME ELAPSED A) 9-4-79 B) 5-6-80 %	CONTRACT TIME A) 8-17-79 B) 11-15-79
APPROVED EXTENSIONS A) 9-14-79 B) 2-5-80	LOCATION See below.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PINE STREET NE.-ACADEMY STREET, NE.
PACIFIC HIGHWAY EAST (SALEM)
Grading, Paving and Signals

This project provided for widening Pacific Highway East between Pine Street and Academy Street in Salem, Oregon, from 4 lanes to 5 lanes (median turning lane).

There were no major cost overruns or underruns. Ninety-one days of liquidated damages were assessed for time overruns on phase B. The uncompleted items listed in the final inspection report have been completed.

A final inspection of the completed project was made June 9, 1980 and acceptance is recommended.

RECEIVED
STATE HWY ENGR
APR - 6 '82
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File

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[illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4-5-82	TITLE Field Operations Engineer	DATE 4-5-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8882

July 16, 1981

Industrial Indemnity Company
Attention: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 3
#8882

Gentlemen:

On July 10, 1981, we wrote to you concerning release of final payment on Contract No. 8882 awarded to Roy L. Houck Construction Co. for work on the Pine Street N.E.-Academy Street N.E. (Salem) Section of the Pacific Highway East in Marion County.

Final payment on this contract is $4,400 and the total contract amount is $396,073.15, including $25,232 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dme

cc: Roy L. Houck Construction Co.
2765 Lancaster Dr., N.E.
Salem, OR 97303

bc: C. T. Kassey
Walt Hart
C. O. Fredrickson

#8882 7-13-81 File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 C T Keasey

C. T. Keasey
Asst. State Highway Engineer

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: July 7, 1981

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of July 7, 1981.

Contract 8882 On Site Work Substantially Completed May 6, 1980

All Work Completed June 26, 1981

Project Pine St. NE-Academy St. NE (Salem)

Highway Pacific East

County Marion

Type of Work Grading, Paving & Signals

Contractor Roy L. Houck Construction Co.

RDC:mk

cc: H. S. Coulter
R. D. Church

Surety written
7-10-81

8882

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pine St-Academy St NE (Salem)

WEEK ENDING: June 20, 1981

SECTION PREFIX: 24-1036

HIGHWAY: Pacific East

COUNTY: Marion

NAME OF JOB: Pine St NE-Academy St NE (Salem)

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: Roy L. Houck Construction Co.

CONTRACT NUMBER: 8882

FEDERAL AID PROJECT NUMBER: HES 26(14)

DATE OF CONTRACT: February 26, 1979

DATE WORK STARTED: March 16, 1979

ESTIMATED COMPLETION DATE: May 15, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0- SUPERVISION 2

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: November 15, 1979

PERCENT OF TIME ELAPSED: 173 Excess C.D. used.

PROJECT AUTHORIZATION: $508,736.88

EXCLUSIVE OF ENGINEERING: $418,736.88

ENGINEERING AUTHORIZATION: $90,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 416,369.53**

ENGINEERING COST TO DATE: $94,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT UNDERRUN: .57

PERCENT OF AUTHORIZATION: 104 %

DATE PROJECT WAS COMPLETED: May 15, 1980

(** Includes Liquidated Damages.)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	Perm Signs	Curb & Walk	Signals
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.44	0.44			0.44
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.44	0.44			0.44
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1675 CY	325 CY			3400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1651 CY	681 CY			3470 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1651 CY	681 CY			3470 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

XXXXXX 1-Ladder Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Day Count Stopped May 6, 1980.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 23 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	activity
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Contractor replaced lenses in the programed vehicle heads at Academy St/Portland Road intersection (Left Turn Heads only), the Right-turn head at Silverton Rd/Portland Rd and the one Left-turn head at Pine St/Portland Rd., a total of four replaced.
FRIDAY	Same
SATURDAY	Same

REMARKS

Wainting on Region Traffic Engineer's acceptance of Programed Signal Head Lenses to submit Third Notification.

Lenses accepted by the Region Traffic Engineer were installed Thursday. Waiting for a letter of acceptance from the Region Traffic Engr. before submitting a Third Notification.

SIGNED C.V. LOCATION Salem

DISTRIBUTION: Construction (3), Region, file.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#8882

H.G. COULTER

RECEIVED
STATE HWY ENGR
APR 3'81
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

April 2, 1981

Roy L. Houck Construction Co.
2705 Lancaster Dr. NE
Salem, OR 97303

Gentlemen:

Re: Pine St. NE-Academy St. NE
(Salem)
Contract No. 8882
FAP No. HES-26(14)

Your presentation at the March 12, 1981 appeal for additional time has been considered.

The data furnished indicates that delay in transmittal of shop drawings for approval is assignable to human error and within the province of the subcontractor's or his supplier's control or responsibility. No time can be granted for this delay.

The prime contractor's offer to complete pole #14 revisions for $335.00 was accepted by the State when Price Agreement #6 was submitted for signature on April 27, 1979. The prime contractor recognized this as written authority to proceed and directed the subcontractor to order the extra material on May 23, 1979.

The transmittal letter from the manufacturer, Union Metal in Long Beach, California to your supplier, C.E.D. in Eugene, Oregon, is dated July 2, 1979, a Monday. It would be reasonable to expect C.E.D. to have received the shop drawings for poles 5 and 14 and forwarded them by July 6, a Friday. The 10-12-79 memo from C.E.D. to Malcolm Carter Agency notes that duplicate drawings for the poles were actually delivered to Hamilton Electric on October 5, 1979. This is a 91 day delay for which no additional time will be granted.

The responsibility for delays attributed to failure of manufacturer's equipment is not clear cut. It is also difficult to quantify the length of delay attributed to equipment failure. With 110 days of liquidated damages remaining on Phase B and 91 days considered within your control, the remaining 19 days will be considered as associated with equipment breakdown and related to the revision of pole number 14.

You are granted 19 additional days on Phase B to complete the project without liquidated damages. The revised completion date for Phase B is February 5, 1981. The completion date for Phase A remains September 14, 1979. There remains a total of 91 days liquidated damages charged to Phase B of this contract.

If you have any questions on this decision, please contact the Resident Engineer.

Very truly yours,

Keasey

C. T. Keasey
Ass't. State Highway
Engineer

KM:mk

bc: /H. S. Coulter
C. O. Fredrickson
Cliff Lehman
Bob Church
FHWA

8882

1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-12-80

FEDERAL AID PROJECT NO.
ES-26(14)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90054

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 '80
REFER TO
Mehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12-16
oyg

DATE PS&E APPROVED 1/31/79	DATE AUTHORIZATION EFFECTIVE 10/31/80	FEDERAL ROUTE NUMBER Primary 26 STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:
Pine Street NE - Academy Street NE (Salem)

GENERAL DESCRIPTION OF WORK:
Replace four concrete storm drain covers with standard City of Salem Type I clean-out frame and cover

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10/31/80, as requested in Mr. Keasey's letter of 11/14/80 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 9 representing work performed by City Forces is approved for TEC NTE $1,000 Federal Funds $900.

DATE 12/12/80	SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-851-868

#8882

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 7 - '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
[illegible]

In Reply Refer to
File No.: CON 5 #8882

November 6, 1980

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Re: Time Extension Request
Pine St. N.E.-Academy St. N.E.
FAP No. HES-26(14)
Contract No. 8882

R

Gentlemen:

Your request for additional contract time on the above project has been very carefully reviewed.

The 28 calendar day extension for Phase "A" of the work due to a claimed delay in completion of the island on Pine Street is not valid. No contract time was charged for the construction of the concrete island at Pine Street.

However, a review indicates that the work remaining on Phase A after the specified completion of August 17, 1979 was minor cleanup and repair work and that the work required for this phase was substantially completed on August 17. A contract time extension of 28 calendar days is granted for Phase A.

The 142 calendar day delay claimed due to revisions in signal poles does not appear to be fully warranted since much of the delay is attributable to slow processing of the change order (Price Agreement No. 6) by yourself and your subcontractor and to extensive delay in processing shop drawings by your subcontractor, his supplier, their distributor, etc.... The revision to pole No. 14 was made known to you on March 13, 1979 by letter requesting a price for the change. Your subcontractor placed his order for the poles under the original contract on March 22, 1979. A price agreement (Price Agreement No. 6) containing your quoted price for the pole revisions was sent to you on April 27, 1979. On May 16 and again on May 21, you were requested to please execute and return the price agreement. On May 23, 1979, you notified your subcontractor to please proceed with the changes and order the material required for Price Agreement No. 6. Although we feel that you could have responded to the price agreement for pole revisions more promptly, we do concede that a change was made and that the change did result in a delay in ordering the revised pole No. 14. The maximum extent of this delay would be from March 22 to May 23, or 63 calendar days. Accordingly, a time extension of 63 calendar days is granted for the completion of Phase B of this contract. The revised completion date for Phase A is September 14, 1979 and for Phase B is January 17, 1980. There remains 110 days of liquidated damages under Phase B of this contract.

If you wish further review or if you wish to submit additional data for consideration, please contact Resident Engineer Cliff Lehman.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
C. O. Fredrickson
Cliff Lehman
FHWA
Robert Church

10-20-80

#0882

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES - 26(4)
STATE PROJECT NO. See below
COUNTY NAME Marion
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division - Salem OR

PROGRAM NO.
ITEM NO. 90054

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENG.R
OCT 24 '80
REFER TO Maehring
FOR

Info	Inves	R/D	D/R	Sum	Act	File

10-24
orig

DATE PS&E APPROVED 1-31-79
DATE AUTHORIZATION EFFECTIVE 9-4-80
FEDERAL ROUTE NUMBER Primary 26
STATE ROUTE NUMBER Primary I E

GENERAL LOCATION:

Pine Street N. E. - Academy Street, N. E.

GENERAL DESCRIPTION OF WORK:

Furnish and install slotted drain pipe along existing curb line

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ XX CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 9-4-80, as requested in Mr. Keasey's letter of 10-1-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for TEC NTE $2,900 Federal Funds $2,610.

DATE 10-20-80
SIGNATURE OF APPROVING OFFICIAL Walach
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-085

8882 1E

ROAD DESIGN SECTION

DES 16-1

October 7, 1980

Ken Wolfe
Resident Engineer

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Pine St. N.E.-Academy St. N.E. (Salem) Section
Pacific Highway East
Marion County

I found your "as-constructed" narrative report for the project very informative. Your comments on the "add-on" design storm drainage system are very true. We did not have the dollars to design a good storm system for this section, so we have to live with an "add-on" and an extension of the existing system.

Your remarks on the concrete lids specified for existing inlets that serve as junction boxes were appreciated. We were not aware of the problems they were causing. We will be looking into alternativve methods of capping inlets that will be more satisfactory.

In Final Design, narrative reports are always read by the Designer and Supervisor responsible for the project plans. Occasionally a narrative, such as yours, describes problems on construction that are of general interest and we give it wider circulation.

FE:ja

cc C. O. Fredrickson

8592 L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

July 11, 1980

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, OR 97301

Power pole relocation
Portland General Electric Co.
Pine Street NE - Academy
Street NE Section
Pacific Highway East
Marion County
Project HHS-26(14)

Dear Mr. Green:

Here is a copy of a final billing of the cost to adjust four (4) Portland General Electric Company power poles dated June 27, 1980 and a sketch showing the relocated poles.

A certification prepared by Don Bedford as to Portland General Electric Company's rights in the land occupied by their facilities is attached.

A copy of the relocation letter to PGE dated December 11, 1978 was previously supplied your office. Information copy is attached.

The estimated cost for the adjustment of PGE's four (4) conflicting power poles was included as an anticipated item in the Project Authorization. PGE did not submit a detailed estimate of cost prior to commencement of the relocation of the power poles, therefore, verbal authorization was not requested from your office. PGE was, however, most cooperative in accomplishing the relocation of the poles to accommodate the proposed construction.

The State is not entitled to a credit for expired service life under the provision of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length. There was no betterment derived from the adjustment of PGE's facilities.

RECEIVED
TECHNICAL SERVICES
JUL 14 '80
REFER TO

FOR						
Info	Invest	R/D	D/R	Sign	Act	File

Your approval for federal participation in the cost of relocating PGE facility is requested. Total cost of the power pole adjustment is $618.90.

Yours truly,

D. E. Swan

D. E. Swan
Operations Programming Engineer

JMC:csr
Attachments
cc: E.S. Hunter ✓ Jack M. Cartwright Don Bedford

Form 734-3123

8882

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-12-80

FEDERAL AID PROJECT NO. ES-26(14)

STATE PROJECT NO. See below

FROM:
Glen L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90054

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/19
orig

RECEIVED
STATE HWY ENGR
JUN 18 '80
REFER TO Mackrey
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1/31/79	6/12/80	Primary 26 Primary 1E

GENERAL LOCATION: Pine Street - Academy Street (Salem)

GENERAL DESCRIPTION OF WORK: Revised cost of Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) See below
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/2/80 I approve the revised TEC of $10,399.30 Federal funds $9,305 for the City of Salem's adjustment of Water Facilities on the subject project.

(Increase TEC $6,721.30 Federal funds $5,995)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/12/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-011-868

8882

L.

STATE COPY

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—625-985

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H S Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

6-9-80

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon

IN COMPANY WITH Jim Dumler, OSHD, Assistant Resident Engineer; Ted Litchfield, OSHD Operations Engineer; Mike Houck, Houck Construction Company

DATE OF INSPECTION 6-9-80	INSPECTION MADE BY W. H. Kappus, Area Engineer Original Signed By WILLIAM H. KAPPUS Area Engineer	PROJECT NO. HES-26(14)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 173 C.D. Overrun %	WORK COMPLETED Specified Date 11-15-79 %

PINE ST. NE.-ACADEMY ST., NE. (SALEM)
PACIFIC HIGHWAY EAST
Grading, Paving and Signals

This project provided for widening the subject section from 4 lanes to 5 lanes (median turning lane). New signals, turning bays both right and left, illumination, drainage, curbs and sidewalks were also a part of this contract.

The contract was awarded to Roy L. Houck Construction Company on February 26, 1979 ~~1980~~ in the amount of $376,950.00. Work started on March 16, 1979. The majority of the work was completed by the fall of 1979, however, several items, signals, signing, curb work and others, were not completed until recently. The specified completion date was November 15, 1979. 173 additional calendar days have been charged to the project. The Contractor indicated that he would be submitting a time extension request.

There were no major cost overruns or underruns. One contract claim has been submitted. This claim involves water line work.

Signal work to be performed under State Force Order No. 6 remains to be completed. A manhole installed with this project at the junction with Hall Street has failed and correction will be necessary prior to final project acceptance.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

RECEIVED
STATE HWY ENGR
JUN 19 '80
REFER TO
Heasey
FOR

6/19
cy

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8182

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-20-80

FEDERAL AID PROJECT NO. HES-26(14)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90054

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. W. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 22 '80
REFER TO Mackwing
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5/22 orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-31-79	5-9-80	Primary 26
		STATE ROUTE NUMBER Primary 1 E

GENERAL LOCATION:
Pine Street - Academy Street

GENERAL DESCRIPTION OF WORK:
Remove existing curb, excavate to subgrade, place base material and pave the widening on the NW corner of the Pine St./Portland Rd. Intersection.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of May 9, 1980 as requested in Mr. Kewsey's letter of May 15, 1980 as being in the public interest for the use of State forces to proceed with the above work. State Force Order No. 7 is approved for a TEC NTE $1,200 - Federal Funds $1,080.

DATE 5-20-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-431-085

L 65

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8842

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-20-80

FEDERAL AID PROJECT NO.: HES-26(14)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90054

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ ☐

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

5/22
orig

RECEIVED
STATE HWY ENGR
MAY 22 '80
REFER TO Maehring
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED: 1-31-79

DATE AUTHORIZATION EFFECTIVE: 5-2-80

FEDERAL ROUTE NUMBER: Primary 26

STATE ROUTE NUMBER: Primary 1E

GENERAL LOCATION:
Pine Street - Academy Street

GENERAL DESCRIPTION OF WORK:
Install signs closing Pine St. Crosswalk - Amend Signal and Sign Installation for right turn on Silverton Rd and add louvers to lighted signs on Silverton road.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON AXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 5-15-80 this will confirm the advance authorization date of 5-2-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC NTE $620 - Federal funds $558.

SFO #6 documents salvage value of items not installed on signal poles #14 and 15 for a TEC of $661 - Federal funds $594 to be credited to project.

DATE: 5-20-80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-631-065

8882

April 23, 1980

CON 5
#8882

Mr. Guy C. Brock
Controller, Treasurer
Pacemaker Industries, Inc.
P. O. Box 11527
Spokane, WA 99211

Dear Mr. Brock:

Thank you for your letter of April 17, 1980, informing us that your claim has been paid in full against Bogart Construction.

You state this is in reference to the Roy L. Houck Construction Company Contract No. 8882 for work on Pine Street N. E.-Academy Street N. E. (Salem) Section in Marion County.

This information will be noted in our records and we will advise the surety and the contractor that you are withdrawing your claim.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:gk
cc: Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

Roy L. Houck Construction Company
2705 Lancaster Dr. N. E.
Salem, OR 97303

4-23-80
noted on
card

PMI
pacemaker industries, inc.
East 7203 Nora
P.O. Box 11527
Spokane, Washington 99211
Telephone (509) 928-3456

April 17,1980

Mr. Robert Gormsen
Department of Transportation
Salem, Oregon 97310

Re: Contract No. 8882
Marion County
Pine St.-Academy St. N.E.
(Salem)

Dear Mr. Gormsen

This letter is to aknowledge receipt of payment in full on invoice # 13161. We hereby withdraw our claim against Bogart Construction on the above referenced contract.

Sincerely,
PACEMAKER INDUSTRIES, INC.

Guy C. Brock

Guy C. Brock
Controller, Treasurer

GCB:cjr

CC: Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, Oregon 97204

CC: Roy L. Houck Construction
2705 Lancaster Dr. N.E.
Salem, Oregon 97303

CC: Bogart Construction
87825 Justen Road
Veneta, Oregon 97487

NOTED
R. W. GO[illegible]

RECEIVED
APR 18 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Manufacturers and Distributors of Traffic Signs and Supplies
Contractors License Nos. WA 223-01 PA-CE-MI-261DH ID 5735 AAA-4 (15, 18, 42, 47) MT 3871 A

8882 5421

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 16 1980
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

April 14, 1980

RECEIVED
APR 16 1980
NORMA PAULUS
SECRETARY OF STATE

Mr. Guy C. Brock
Controller, Treasurer
Pacemaker Industries, Inc.
P. O. Box 11527
Spokane, WN 99211

Dear Mr. Brock:

This letter acknowledges receipt of your letter of April 2, 1980. Your letter contends that Bogart Construction has not made payment of $2,798.80 due your company for furnishing highway signs in connection with Contract No. 8882, located in Marion County, Oregon. The contract was awarded to Roy L. Houck Construction Company and is further described as the Pine St. N. E.-Academy Street N. E. Job in Salem.

We are forwarding your letter and invoice to the Secretary of State's office for filing. We are also notifying the prime contractor and the surety by sending them copies of this letter.

Please advise this office when the claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
APR 18 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

cc: Roy L. Houck Construction Company
2705 Lancaster Dr. N. E.
Salem, Oregon 97303

Noted on Card
4-24-80- dmc

bc: Jack Sollis

Norma Paulus
P. S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PACEMAKER INDUSTRIES, INC.

TELEPHONE (509) 928-3456
EAST 7203 NORA AVENUE
P. O. BOX 11527
SPOKANE, WASHINGTON 99211

Manufacturers and Distributors of Traffic Signs and Supplies

April 2, 1980

Mr. Robert Gormsen
Department of Transportation Building
Salem, Oregon 97310

Re: Contract No. 8882
Marion County
Pine St.- Academy St. N.E.
(Salem)

Dear Mr. Gormsen:

In July and October of 1979 we supplied finished highway signs to Bogart Construction on the above referenced contract. We have not received payment from Bogart Construction as of this date and wish to file a lien against Bogart Construction and his surety.

A copy of our invoice to Bogart Construction is enclosed.

Please advise us of the action taken.

Very truly yours,

PACEMAKER INDUSTRIES, INC.

Guy C. Brock

Guy C. Brock
Controller, Treasurer

encl
GCB:cjr

RECEIVED
APR 7 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

PACEMAKER INDUSTRIES, INC.

P. O. BOX 11527 • SPOKANE, WASHINGTON 99211 • PHONE 509-928-3456

SOLD TO

Bogart Construction
87826 Husten Rd.
Veneta, OR 97487

SHIPPED TO

Jobsite
C/O Coral Corp., 29975 S. Barlow Rd.
Canby, OR

DATE	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO.	F.O.B.	TERMS	INVOICE NO.
1/4/80	11/20/79	Our truck		Dest.	Net 30	013161

QUANTITY	DESCRIPTION	PRICE	AMOUNT
214	Square feet Type C-D-R	4.20/sf	898.00
14	Square feet Ty F-G	4.20/sf	58.80
9	Square feet Ty H	4.50/sf	40.50
233	Square feet Ty U	5.00/sf	1165.00
90	Square feet Ty T	4.20/sf	378.00
47	Square feet Ty EE-EEE	5.50/sf	258.50
			2798.80

8882

2.

CON 5

DATE: April 4, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Pine Street-Academy Street (Salem)
Contract No. 8882

The project authorization for this federal aid grading, paving and signal project is expected to overrun by approximately $58,000 or 12.9 percent. The job is approximately 95 percent complete with a portion of the traffic signal and signing work remaining.

The trenching and excavation work was performed during the spring of last year as the contract specified a completion date prior to the opening of the State Fair. Due to the wet conditions much of the grade had to be subexcavated. Granular backfill was needed for both the subexcavated areas and the trenching. This work increased the project cost by $19,463. Adjustments of utilities by the City of Salem has cost approximately $6,400 more than originally anticipated. Project engineering is expected to exceed the original estimate by approximately $54,000. This increase is attributed to storm sewer alignment changes, subgrade excavation and backfill, grade changes and late contract completion.

It is recommended that the authorization for this project be increased by $58,000 to a new total of $508,736.88. Approximately $31,000 of the increase is eligible for federal participation.

This matter will be on the consent calendar for your April 16 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
C. O. Fredrickson
George Bell

attachments OK
as per [illegible] 4-7-80

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8882

TO: H. S. Coulter
State Highway Engineer

DATE: March 11, 1980

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

3/13 orig

Keasey

What steps were taken to stay within the engineering authorization?
R

SUBJECT: Request for Increase in
Project Authorization
Pine St.-Academy St. (Salem)
Contract No. 8882

The project authorization on this federal-aid grading, paving, and signal project is expected to overrun by approximately $58,000 or 12.9 percent.

Major overrun items included the adjustment of utilities by the City which cost $6,400 more than anticipated. The trenching and excavation work was performed during the spring of last year as the contract specified a completion date prior to the opening of the State Fair. Due to the wet conditions, much of the grade had to be subexcavated. Granular backfill was needed for both the subexcavated areas and the trenching. This work increased the project cost by $19,463.

Att "A" says $35,259 this was $54,000 why the diff?

- Engr. had already exceeded amount shown on Att. "A".

Engineering is expected to overrun by approximately $54,000. This increase has been attributed to storm sewer alignment changes, subgrade excavation and backfill, revisions to signals and sign installations, grade changes, and late contract completion. It is anticipated that possibly as much as $12,000 of the engineering charges could be offset by assessment of liquidated damages. No credit for this possibility is included in the overrun figures so as to insure adequate funding in the event a time extension is granted.

The project is 95 percent complete with some signal and signing work remaining. A March completion date is expected.

PCRB approval is not needed. Approximately $27,000 of the increased engineering cost is not eligible for federal participation. This figure would be reduced by any liquidated damages assessed, however.

A rough draft letter to the Transportation Commission, along with a copy of the Expected Overrun of Project Authorization, is attached.

OBJ:WR:fr
Att.
cc: C. O. Fredrickson
K. D. Wolfe
Robert Church

RECEIVED
MAR 14 1980
CONSTRUCTION
BRANCH

Keasey
✓ Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlees
Widmer
Gebauer
Church

Fo[illegible]81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 7, 1980
Salem, Oregon

FROM: Gerald Wimer Gerald O Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Engineering Costs

TO:
Chet Anderson
Chuck Elroy
Art Gottfried
Cliff Lehman
Ken Wolfe
Jack Martin
Warren Mueller
Dick Nelson
Keats Oliver
Loren Weber
Phil Stearns

The current construction report for this Region indicates 13 of our 23 current projects with the percent of engineering authorization spent trailing the percent of the contract completed: A most gratifying statistic. It takes effort on each of your part. Unfortunately, eight projects report the opposite way.

Those of you and the projects with under-running engineering expense are:

RESIDENT ENGINEER	PROJECT
Jack Martin	19th St. signal in Philomath
Keats Oliver	Squaw Cr.-Pacific Hwy West
Warren Mueller	Berg Parkway signal in Canby
Chuck Elroy	Eddyville-Cline Mountain
Chuck Elroy	N.E. 8th St.-SW Naterlin Dr. Section
Keats Oliver	N. Albany, Santiam Hwy, and Lebanon Intchs.
Art Gottfried	Silver Falls State Park
Keats Oliver	Talbot Rd.-Santiam River in Jefferson
Art Gottfried	Goods Bridge
Chet Anderson	Walluski River Br.
Chet Anderson	Youngs River Falls Br.
Chuck Elroy	Yaquina Bay Br.
Phil Stearns	Nehalem River (CCC) Br.

Those with engineering expenses overrunning on which your renewed efforts to reduce engineering expenses are:

Chet Anderson	S. Unit, Astoria-Camp Rilea Section
Jack Martin	Elm St.-34th Ave. (Albany)
Jack Martin	Twin Meadows-Santiam Jct.
Ken Wolfe	Pine St.-Academy St. NE (Salem)
Art Gottfried	Grand Ronde
Cliff Lehman	Grand Ronde-Wallace Br.

GW/rgb
cc: C. T. Keasey

K
RECEIVED
MAR 10 1980
CONSTRUCTION
BRANCH
Keasey
Jackmond
Hopkins
Williams W
Johnson
Glen
Richards
Berg
Inloes
Widmer
Gebauer
Church

734 3030

OREGON STATE HIGHWAY DIVISION

FILE: 522-1071

INTER-OFFICE CORRESPONDENCE
August 30, 1979
Salem, Oregon

FROM: Gerald Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Construction Project Overrun
Fox Valley-Mill City Section
Lyons-Mill City County Rd.
FAS-C
Contract No. 8578

Region submits the following responses to the five numbered questions in your March 6 letter relative to the subject matter:

1. WINTER CHARGES: Mr. Wolfe's crew did not winter on this project any more than any other crew would. Weekly reports do not show engineering work accomplished or engineering charges except by weekly subtraction. The charges, however, are shown on the attached tabulation. Please note over $7,000 charges by the Lab and others. Also over $9,000 of overtime. The overtime relates to:

   a) Running the centerline in a short time-frame because of a late season letting with a short completion time,

   b) The remoteness of the project, and

   c) A mishmash of personnel.

   Wintertime charges relate strictly to grade revisions necessary to:

   a) Keep from cutting the existing pavement where it was to be saved and

   b) To minimize overlay quantities.

   These changes and the restaking to accommodate the changed grades were explained in earlier reports from Mr. Wolfe. Another restaking later occurred to overcome the lack of common material.

2. IMPROPER CHARGES: Mr. Wolfe is an extremely honest man. I believe the charges he made were proper charges of the work that he had done to construct this project in a workmanlike manner. Possibly a different Resident Engineer, even with the same crew and the same circumstances, could have constructed this project with less engineering expense. However, Mr. Wolfe persevered to minimize actual construction costs, achieve good construction practices, and do all of the things he felt he had previously been instructed to do.

We did have Mr. Wolfe assist in tabulating charges that could have been made to location had the location included the details:

Establish centerline	20 Man Days
Locate borrow	16 " "
Survey channel change	10 " "
Extend project	8 " "
Establish grades	30 " "
Total	84 Man Days

The attached sheet estimates this cost at $7,000 or 29 percent of the engineering authorization. This estimate doesn't include office rent, equipment, or expenses.

We do run in the centerline on approximately 70 percent of the locations performed in this Region. It would have been particularly desirable to run centerline and three-line levels on this project. Unfortunatley, we were pressed to submit the survey in a short time-frame between May 6, 1976 and June 24, 1976 which encroaches into the usual construction season. There was no need for a borrow then as waste from the original project was being considered to flatten a curve to the west. That curve flattening was subsequently added. The channel change should have been caught when the curve flattening was added to the project. The project extension was for the convenience of Linn County.

3. TRANSFER OF CHARGES: Warren Richards recently sent a copy of G. L. Green's August 10 letter about preliminary engineering costs on the SE Johnson Creek Blvd. at SE Bell Ave. (FAU 9704 Project M-9704 -1-). That letter indicated preliminary engineering work not done until the project was under contract could not be backcharged to the location prefix. I presume this holds for this project too.

4. NOTICE TO COUNTY: Phil Stearns contacted Willis Grafe of Linn County this morning. Mr. Grafe, through telepathy (or however he does it), was fairly well aware that Linn County needs to make an additional deposit of approximately $18,000. Linn County will do so as soon as a billing is submitted to them. I would first request your office to once again review all of the non-participating Extra Work Orders, Price Agreements and bid items on this project to determine if they couldn't be converted to participating. There is nearly $18,000 of such non-participating items as indicated on the attached Job Cost Summary. After your office has made such a review, it would then be appropriate for you to request the Local Government Section to make an interim billing of Linn County. I don't believe a final billing can be made until all of the contractors claims are resolved. That may result in some litigation.

5. FUTURE: Mr. Wolfe blamed this excessive engineering overrun to basically the following reasons which I follow with the changes proposed and put into affect by Region:

a) Personnel-Mr. Wolfe lost all of this HE-I's virtually simultaneously. Their replacements were of limited qualifications and interests. He currently has as balanced a crew as most any other Resident in this Region with possibly one exception on which Region is working with him to resolve.

b) Distance-The remoteness of this small project did add to the engineering expense. Currently Mr. Wolfe has one small project in the same direction and two larger ones in the opposite direction. Unfortunately the work on all of these projects will be done at differing times. We can not at this time overcome his travel expense on those projects except the larger size does help. In the future, however, Mr. Wolfe is assigned a large project right here in Salem virtually without any travel involved.

c) Location Plans-Mr. Wolfe has been somewhat critical of the location plans on this project. He has a right to be so with respect to the gradeline, the waste area foundation, channel change, and traffic protection, detour, and project extension. The waste area, detour, and project extension all involved items Mr. Wolfe, this office, Local Government Section, and Final Design were trying to oblige Linn County. For the future, we have clearly assigned Mr. Wolfe to the Front Street project here in Salem. He has several months to run in centerline, set right of way, and obtain elevations and other pertinent information on the location prefix. This also gives him an opportunity to review and improve upon the construction plans. We also have the Region Location Office to improve uniformity of our location plans.

I believe Mr. Wolfe tries to do too good of a job and needs to involve himself in less project detail and rely more on his project personnel. To achieve this I have asked him on one of his current major overlays to brainstorm for ideas that would reduce construction engineering expense. He has done so. I also charge him by a copy of this letter to keep all future engineerng costs within the project engineering authorization. If he finds he cannot do so, he is to inform this office in writing and explain the reason why he cannot and what action he proposes either by his office, this office, or your office to bring it within balance.

I believe the above answers all of your questions and should close the matter of construction engineering on this particular project but certainly it needs to be open for future projects. We might have provided more detail with more time as this matter was only assigned to me August 15, and I had to completely familiarize myself with the project in the intervening time. If we can be of further assistance on this matter, please let me know.

Attachments

GW/rgl
cc: D. H. Moehring
Ken Wolfe

CON 5 #8578

Salem, Oregon
March 6, 1979

C. T. Keasey
Asst. State Highway Engineer

C. O. Fredrickson
Region 2 Engineer

Construction Project Overrun
Fox Valley-Mill City Section
Lyons-Mill City-County Road
Contract No. 8578 (FAS-C Project)

The substantial overrun (28.2%) indicated on the "Expected Overrun of Project Authorization" submitted February 23, 1979, by Resident Engineer K. D. Wolfe indicates a serious breakdown in project management on the part of both the Resident Engineer and the Region Office.

Preliminary figures on FHWA participating work indicate $286,822, exclusive of engineering, on which the maximum participating engineering (15%) would be $43,023. This then leaves $32,777 (of the total $75,800 engineering cost) of non-participating engineering, which under the project agreement with Linn County must be split half and half by the State and the County.

The overrun on engineering charges is the largest item on the entire project. The $75,800 is 317% of the engineering authorization of $23,908.28. This hardly seems possible, and leads to several questions which must be answered before this can be taken to the Transportation Commission for approval.

1. From Mr. Wolfe's explanation, it appears that his office and inspection personnel wintered on this inactive project for an extended period. Why was this allowed to happen?
2. Were charges made against this project which should have been charged elsewhere?
3. If so, can transfers be made to correct the charges?
4. Is Linn County aware of the overrun and of the non-participating engineering and other non-participating items, and has it been discussed with them?
5. What is being done to prevent a similar occurence in the future?

In Mr. Wolfe's explanation of overruns, he alludes several times to "faulty location data and calculations", "errors made in the location calculations and estimate", etc. Records indicate that Jack Martin, Region II Resident Engineer, performed the field location work. It would appear that possibly the Region Office should be giving more attention to the location process.

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
MAR 6 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

Please respond to the above questions, along with any other useful information, as soon as possible, so that we may put together a plausible explanation of these overruns for presentation to the Transportation Commission.

CTK:fr

cc: M. S. Coulter

1.7 14.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 6, 1979
Salem, Oregon

C.O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Construction Engineering Costs

TO: C. T. Keasey
ASST. STATE HIGHWAY ENGINEER

Engineering charges for supervision and inspection of projects within this Region are high and will continue to be high until certain projects within the Region are completed. The charges which are overrunning the most are those for the inspection of the painting projects in Astoria, which do not allow much flexibility. When the painters are working, there will be inspectors on those projects unless the Region receives instructions to the contrary. There is, unfortunately, no other way to provide assurance that we are obtaining the specified results. This applies to contract nos. 8470, 8668, and 8669. The other two bridge contracts, contract nos. 8651 and 8726, have not progressed at a satisfactory rate and have required undue amounts of inspection time.

Other projects, with two exceptions, do not appear to be doing badly so far as engineering charges are concerned. Contract no. 8767 took a beating when we we required to send crews to the project on per diem for extended periods of time to respond to pressure from the contractor. We could have refused to do this, but I doubt that our refusal would have been upheld by your office. Contract nos. 8788 and 8752 were held up by weather and utility conflicts and reflect the additional time involved.

I do not expect the engineering cost picture to change for the better until we are finished with these jobs. We will continue to be plaqued with a lack of experienced help and will only be able to obtain increased efficiency if we can train and retain our field personnel.

COF/rgl

cc: H. S. Coulter

1 Keasey
Jackmond
Hopkins
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MAR 8 1979
CONSTRUCTION
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3 Richards
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OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

January 2, 1979
Salem, Oregon

FROM: T. W. Litchfield
REGION CONSTRUCTION ENGINEER

SUBJECT: Construction Engineering Costs

TO: C. T. Keasey
CONSTRUCTION ENGINEER

This is in reply to your letter dated December 20, 1978, in which you ask what actions we are taking to reduce engineering costs in the future.

This past year, our engineering costs have been higher than normal because of loaning people from one crew to others and putting them on expenses. Although this practice will be continued, we will make a diligent effort to keep the per diem cost as low as possible. Three of the projects showing excessive engineering costs are bridge painting contracts. Inspection of projects of this type cannot realistically be proportional to cost. A complex paint job may employ a small painting crew and take an inordinate amount of time, so an assesment of time is a much more realistic approach to allocate engineering costs than the traditional percent of contract cost method. Location and weather must also be considered in this assesment. Another thing that contributed to the overrun was commuting time from the office to the job sites 25 to 50 miles away. On small contracts this can consume almost half of the allocation for engineering by itself, since much of the travel time is overtime.

When assigned a project, we will perform as much preconstruction engineering as possible on the location prefix.

We will be holding several training sessions to better train our personnel to meet their job responsibilities, and each Resident Engineer has also been asked to supplement this with his own training program to improve his crew's efficiency.

As positions become vacant, we will reassign them to new locations so that the work set forth in the construction program may be accomplished without transferring or loaning personnel.

Continued...

We will treat the crews in Salem and Albany as manpower pools in their respective areas and will share personnel to make the maximum use of the experienced people we do have, thus increasing the expertise of those less experienced.

We will participate to the maximum in plans-in-hand review to the end that Price Agreements and Extra Work Orders are reduced to a minimum and the associated engineering costs are eliminated.

Inasmuch as Region II has suffered an inordinate number of in-grade transfers of experienced personnel out of the Region to the Head Office, thus reducing our efficiency materially, this Region will not agree to in-grade transfers which will cause us to lose experienced people. It is the intent of this Region to handle the construction engineering on all projects as efficiently as possible, and we will work diligently toward this end. However, there are times when a contractor's operation demands an excess of engineering manpower to properly monitor his operation. There will be times in the future when the workload demands exceed the existing manpower resources within the Region, and at that time, we will be asking your assistance to provide capable help to assure the construction of a quality project. Whenever this occurs, we will require your complete cooperation to assure that the State's interests are safeguarded.

TWL/rgl
cc: H. S. Coulter

OREGON STATE HIGHWAY DIVISION FILE: 522-1071

INTER-OFFICE CORRESPONDENCE
November 14, 1978
Salem, Oregon

FROM: T. W. Litchfield
REGION CONSTRUCTION ENGINEER

TO: Carl Williams
FIELD ENGINEER (ROADWAY)

SUBJECT: Excess Engineering Charges
Fox Valley-Mill City Section
FAS A487 (Lyons-Mill City Rd.)
Linn County
Contract No. 8578

Your memo to the file dated October 9, 1978, concerning the engineering overrun on this project prompted me to ask our Resident Engineer, Ken Wolfe, for a complete explanation of why the engineering charges were so high.

You will find attached Mr. Wolfe's response to me dated November 8, 1978, in which he relates a frustrating story and upon reading it, it is easy to understand why the engineering costs more than doubled.

It is obvious that all of our engineering help needs more training so that they may operate more efficiently. We intend to conduct various classes this winter so that when the construction season of 1979 arrives, our people will be better equipped to perform the necessary field engineering tasks.

I am afraid that this is another price we must pay for laying off some 200 people a couple of years ago.

TWL/gl
attachment
cc: K. D. Wolfe

RECEIVED
NOV 29 1978
CONSTRUCTION
BRANCH

____Kassey____ ____Richards____
____Jackmond____ ____Berg____
____Hopkins____ ____Inlow____
____Williams__W__ ____Widmer____
____Johnsen____ ____Gebauer____
____Glenn____ ____Church____

Kasse
Jackm
Hopkins
Williams
Johnson
Glenn

RECEIVED
OCT 9 1978
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

Salem, OR
October 9, 1978

Carl Williams
Field Engineer (Roadway)

Fox Valley-Mill City
Contract No. 8578
Final Inspection

THE FILES

I viewed this project on Friday, October 6, 1978.

It was a well graded section.

The pavement "E" mix was exactly as I always imagined it but never saw it. Only one fat spot - the rest had very good texture. The ride was good.

Everything about this project was of a superior nature except the 240% Engineering expended.

This project was either used to sustain a crew with very little work or badly managed.

CW:mk

cc: C. O. Fredrickson

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

88821

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 - 3 - 80

FEDERAL AID PROJECT NO.
S-26(11)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
80045

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
3-3-80

FEDERAL ROUTE NUMBER
Primary 26

STATE ROUTE NUMBER
Primary 1E

GENERAL LOCATION:
Pine Street - Academy Street (Salem) Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-16-80 you are now authorized to proceed with the actual acquisition of File No. 50832 at a TEC of $4,500 with Federal participation limited to $4,050. Federal participation is limited to that right of way actually incorporated in the final location.

DATE
3-3-80

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-618

9372

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-36

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-4-80

te Oregon

County Marion

Project Number HES-26(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 16, 1979,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 435,991.00	$ 486,450.00
Federal funds	$ 391,671.00	$ 437,805.00
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities, increase in work under Price Agreements and Extra Work Orders, and increase in Construction Engineering Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of February, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 28, 1980

Federal Aid Project
No. HES-26(14)

Pine St. N.E.-Academy St. N.E.(Salem)
Pacific Highway East
Marion County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 80+50 to Sta. 103+88)
Subtotal of previous estimate of March 28, 1979 $ 313,428.00

Previous Estimate

Temporary Signs	704	Sq. ft.	5.00	$ 3,520.00
Trench Excavation	630	Cu. Yd.	11.00	6,930.00
Aggregate Base	325	Cu. Yd.	10.00	3,250.00
8" Sewer Pipe	220	Lin. Ft.	10.00	2,200.00
15" Sewer Pipe	156	Lin. Ft.	18.00	2,808.00
Concrete Inlets Type G.	5	Each	500.00	2,500.00
Concrete Walks	1,275	Sq. Yd.	13.00	16,575.00
Concrete Curbs	2,700	Lin. Ft.	4.50	12,150.00
				$ 49,933.00

Revised Estimate

Temporary Signs	890	Sq. Ft.	5.00	$ 4,450.00
Trench Excavation	1,100	Cu. Ft.	11.00	12,100.00
Aggregate Base	682	Cu. Yd.	10.00	6,820.00
8" Sewer Pipe	483	Lin. Ft.	10.00	4,830.00
15" Sewer Pipe	354	Lin. Ft.	18.00	6,372.00
Concrete Inlets Type G.	7	Each	500.00	3,500.00
Concrete Walks	1,345	Sq. Yd.	13.00	17,485.00
Concrete Curbs	3,040	Lin. Ft.	4.50	13,680.00
Granular Backfill (PA#4)	1,645	Ton	3.32	5,461.40
Revise Traffic Signal Installation PA (#6)			Lump Sum	335.00
Install Temp Traffic Signals (E.W.O.#2))			All Required	6,813.33
Locate Existing Storm Sewer (E.W.O. #4)			All Required	1,054.03
Sub Excav. & Backfill (E.W.O.#5)			All Required	13,581.44
				$96,482.20

Increase	46,549.20
Subtotal	359,977.20
Engineering	47,022.80
TOTAL	$407,000.00

Type Code Y031
Signals (Pine St.-Academy St.)

Total the same as previous estimate of March 28, 1979 $ 79,450.00

Length of Roadway - - - - - - - - 0.443 miles
Cost of roadway per mile- - - - $918,735.81

- SUMMARY OF FUNDS -

Description	Total Cost	Federal Funds	State Funds
Roadway	$407,000.00	$366,300.00	$40,700.00
Signals	79,450.00	71,505.00	7,945.00
TOTAL	$486,450.00	$437,805.00	$48,645.00

Group 1 - 95%
Group 8 - 5%
Contract No. 8882
Prefix - 24-1036

8882 9

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-108	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-16-79	te Oregon County Marion Project No. HES-26(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E Pine St. to Academy St. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-31-79	0.443
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 435,191.00	$ 391,671.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
By For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator APR 16 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, March 28, 1979

Federal Aid Project
No. HES-26(14)

Pine St. N.E.- Academy St. N.E. (Salem)
Pacific Highway East
Marion County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 80+50 to Sta. 103+88)

Mobilization	All Required		$ 30,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	704 Sq.Ft.	$ 5.00	3,520.00
Temporary Barricades	34 Each	80.00	2,720.00
Temporary Plastic Safety Markers	25 Each	80.00	2,000.00
Flagmen	900 Hour	20.00	18,000.00
Clearing and Grubbing	All Required		12,000.00
Removal of Structures and Obstructions	All Required		18,000.00
General Excavation	1,675 Cu.Yd.	12.00	20,100.00
Trench Excavation	630 Cu.Yd.	11.00	6,930.00
Watering	20 M.Gal.	10.00	200.00
Aggregate Base	325 Cu.Yd.	10.00	3,250.00
Class "C" Asphalt Concrete	3,400 Ton	18.00	61,200.00
3-inch PVC Pipe	200 Lin.Ft.	2.00	400.00
8-inch Sewer Pipe	220 Lin.Ft.	10.00	2,200.00
12-inch Sewer Pipe	646 Lin.Ft.	15.00	9,690.00
15-inch Sewer Pipe	156 Lin.Ft.	18.00	2,808.00
18-inch Sewer Pipe	490 Lin.Ft.	20.00	9,800.00
Extra for Pipe Under Pavement	745 Lin.Ft.	15.00	11,175.00
Concrete Pipe Protection	10 Cu.Yd.	150.00	1,500.00
Concrete Manholes	4 Each	1,150.00	4,600.00
Concrete Inlets, Type G	5 Each	500.00	2,500.00
Concrete Inlets, Type CG	23 Each	500.00	11,500.00
Concrete Junction Boxes	2 Each	500.00	1,000.00
Modifying Grates	10 Each	150.00	1,500.00
Concrete Walks	1,275 Sq.Yd.	13.00	16,575.00
Concrete Driveways	750 Sq.Yd.	15.00	11,250.00
Concrete Curbs	2,700 Lin.Ft.	4.50	12,150.00
Concrete Islands	40 Cu.Yd.	150.00	6,000.00
Extra for Asphalt Approaches	8 Each	250.00	2,000.00
Extra for Asphalt Gutter	80 Lin.Ft.	3.00	240.00
Extra for Asphalt Backslope	250 Sq.Yd.	3.00	750.00
Adjusting Manholes	13 Each	250.00	3,250.00
Adjusting Inlets	6 Each	150.00	900.00
Capping Inlets	7 Each	125.00	875.00

Adjusting Cleanouts	1 Each	$ 125.00	$ 125.00
Wood Sign Posts	All Required		4,000.00
Type "C", "D", and "R" Signs In Place	214 Sq.Ft.	9.00	1,926.00
Type "F" and "G" Signs In Place	14 Sq.Ft.	9.00	126.00
Type "H" Signs In Place	9 Sq.Ft.	10.00	90.00
Type "U" Signs In Place	233 Sq.Ft.	15.00	3,495.00
Type "T" Signs In Place	90 Sq.Ft.	10.00	900.00
Type "EE" and "EEE" Signs In Place	47 Sq.Ft.	15.00	705.00
			$ 306,950.00

Anticipated Items		
Work by City of Salem (Water)	All Required	$ 3,678.00
Permanent Pavement Striping (S.F.)	All Required	1,000.00
Temporary Pavement Striping (S.F.)	All Required	1,000.00
Remove Pavement Striping (Exist. & Temp.) (SF)	All Required	800.00
		$ 6,478.00
	Subtotal	$ 313,428.00
	Engineering	42,313.00
	Total	$ 355,741.00

Type Code Y031
Signals (Pine St.- Academy St.)

Traffic Signal Installation, Complete	All Required	$ 70,000.00
	Subtotal	$ 70,000.00
	Engineering	8,350.00
	Engineering (Sig. Cont. Testing)	1,100.00
	Total	$ 79,450.00

Length of Roadway - - - - - - - - - - - - - - 0.443
Cost of Roadway Per Mile- - - - - - - - - - - $803,027.09

Oregon State Highway Division
Salem, Oregon, March 28, 1979

Federal Aid Project
No. HES-26(14)

Work Retained in Program Status
(not included in amounts below)

Work by PGE	All Required	$ 1,000.00
Adjust Signals	All Required	8,000.00
Adjust Interconnect	All Required	2,500.00
Modify Irrigation System	All Required	100.00
Construct Extruded Curb (E.W.)	All Required	675.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$355,741	$320,166	$35,575
Signals	79,450	71,505	7,945
Total	$435,191	$391,671	$43,520

Group 1	95%;
Group 8	5%
Contract No.	8882
Prefix:	24-1036

#8882

Cont 5-2
Marion

January 8, 1980

CON 5
#8882

Allen & Palke Cabinet & Fixture Shop
2725 Portland Road, N.E.
Salem, Oregon 97303

Gentlemen:

Intersection of Portland Road
with Pine Street and Val Pack Road

This will acknowledge receipt of your petitions requesting that the accesses to Portland Road from Val Pack Road and yours and adjacent businesses be left open.

We have now concluded a review of the situation, and I enclose for your information a copy of a memorandum from State Highway Engineer Scott Coulter. We will leave these accesses open at this time as you requested.

I would appreciate it if you could let the other interested parties in the area know.

Sincerely,

F. B. Klaboe
Director

Enc.

bc H. S. Coulter
E. S. Hunter
J. B. Boyd
J. H. Versteeg
L. E. George
C. O. Fredrickson

LWR:jh fn

CON 5
#8882

HIGHWAY DIVISION

Memo to the File

January 4, 1980

H. S. Coulter
State Highway Engineer

Improvement Project
Pine Street to Academy Street
Portland Road

The northwest quadrant of the intersection of Portland Road and Pine Street has been a matter of concern. Businesses in this quadrant have direct and open access onto Portland Road. Also Val Pack Road that parallels Portland Road and runs on to the north has access to Portland Road in this quadrant.

The plans for the project, developed after public hearings, did not call for closing these accesses. We have recently considered the possible benefit of closing these accesses in order to better define the major traffic movements at this busy intersection and to avoid some traffic movements that could be disruptive and hazardous if taken at the wrong time and in the wrong circumstances. However, the businesses in the area, and other residences and interested parties, have reacted very negatively to the proposed closures and have submitted petitions with about 400 signatures asking that the accesses serving commercial businesses and Val Pack Road be left open.

If the accesses were closed, alternate service to this area would be by way of Pine Street westerly to Brooks Avenue then northerly to Hickory Street thence easterly to Val Pack Road. This is a somewhat circuitous movement and currently the radius in the southwest corner of Hickory Street and Val Pack Road is so sharp as to preclude right turns by large vehicles.

We have reviewed the accident record at this intersection and find that to date it does not support the contention that the commercial and Val Pack Road accesses are hazardous. This record could, of course, change in the future.

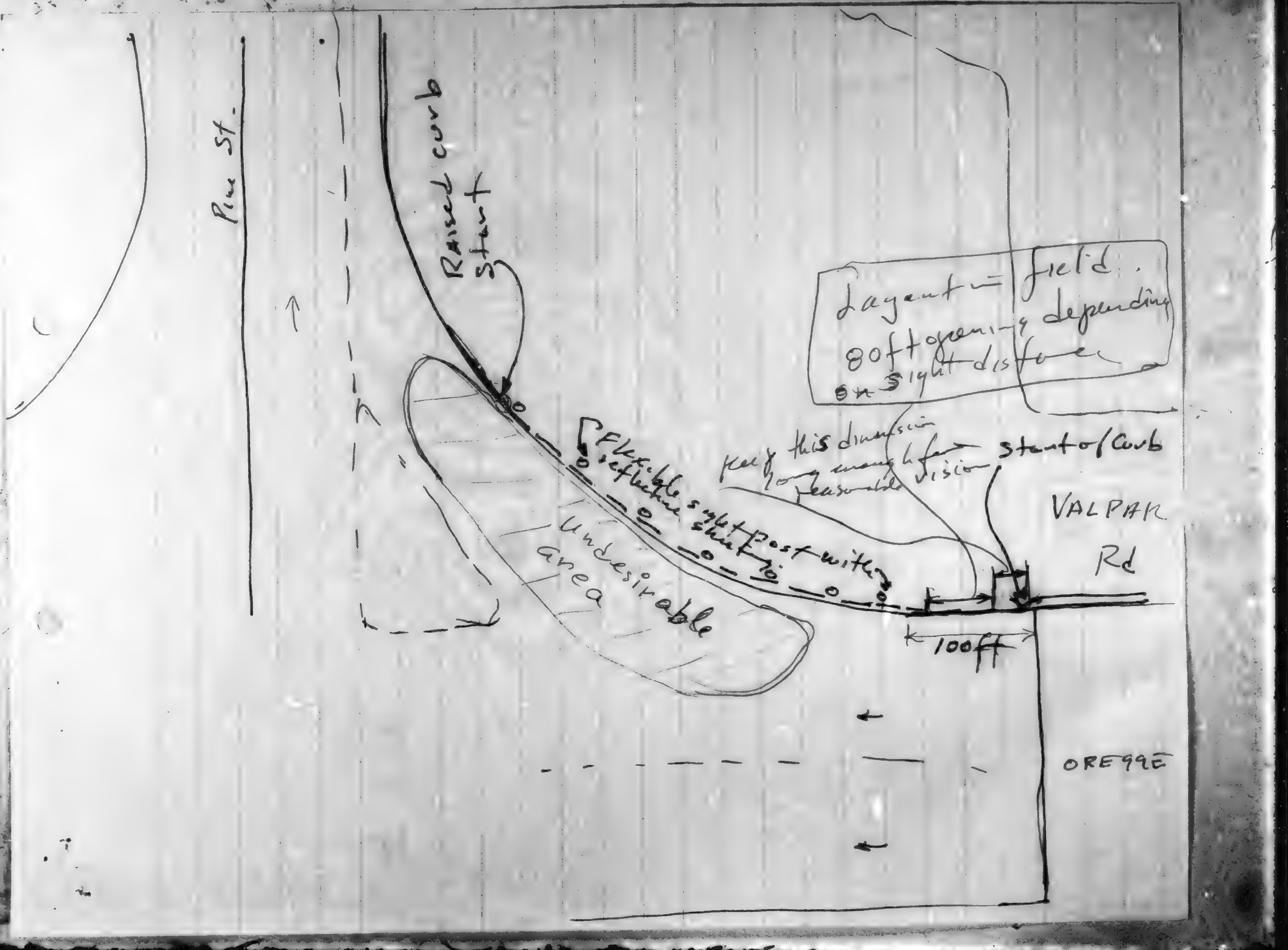
Our review leads us to the following course of action.

1. We will finish construction of the project generally in conformance to the project plans. However, we will acquire a small piece of property and improve the radius to facilitate the movement of trucks from south to west.

2. We will improve the radius in the southwest quadrant of the intersection of Hickory Street and Val Pack Road.

3. We will monitor the operation of this intersection and be prepared to take a further action relative to the closure of these accesses if, in the future, it appears appropriate.

LWR:jh
cc: L. E. George
C. O. Fredrickson
E. S. Hunter
J. B. Boyd
J. H. Versteeg


Pine St.
Raised curb Start
Flexible sight post with reflective strip
Undesirable area
Keep this dimension long enough for reasonable vision
Start of Curb
Layout in field. 80 ft opening depending on sight distance
VALPAK Rd
100 ft
ORE 99E

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN
DEPT.

378-6558
TELEPHONE

TO: Larry Rulien

DATE: December 10, 1979

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Pine Street-Academy Street (Salem)
Pacific Highway East
Marion County

At your request, we looked into the possibility of developing an adequate access to Val Pack Road at Pine Street. The purchase of the first property located north of Pine and west of the highway was proposed for such an access.

We have studied the situation and find that to provide safe adequate access to Val Pack Road would require the purchase of several properties in the area. The purchase and use of the first property would not permit sufficient distance from the highway intersection nor an adequate turning radius from Pine Street for truck traffic.

If you wish this studied further, please let me know.

DNS:cj

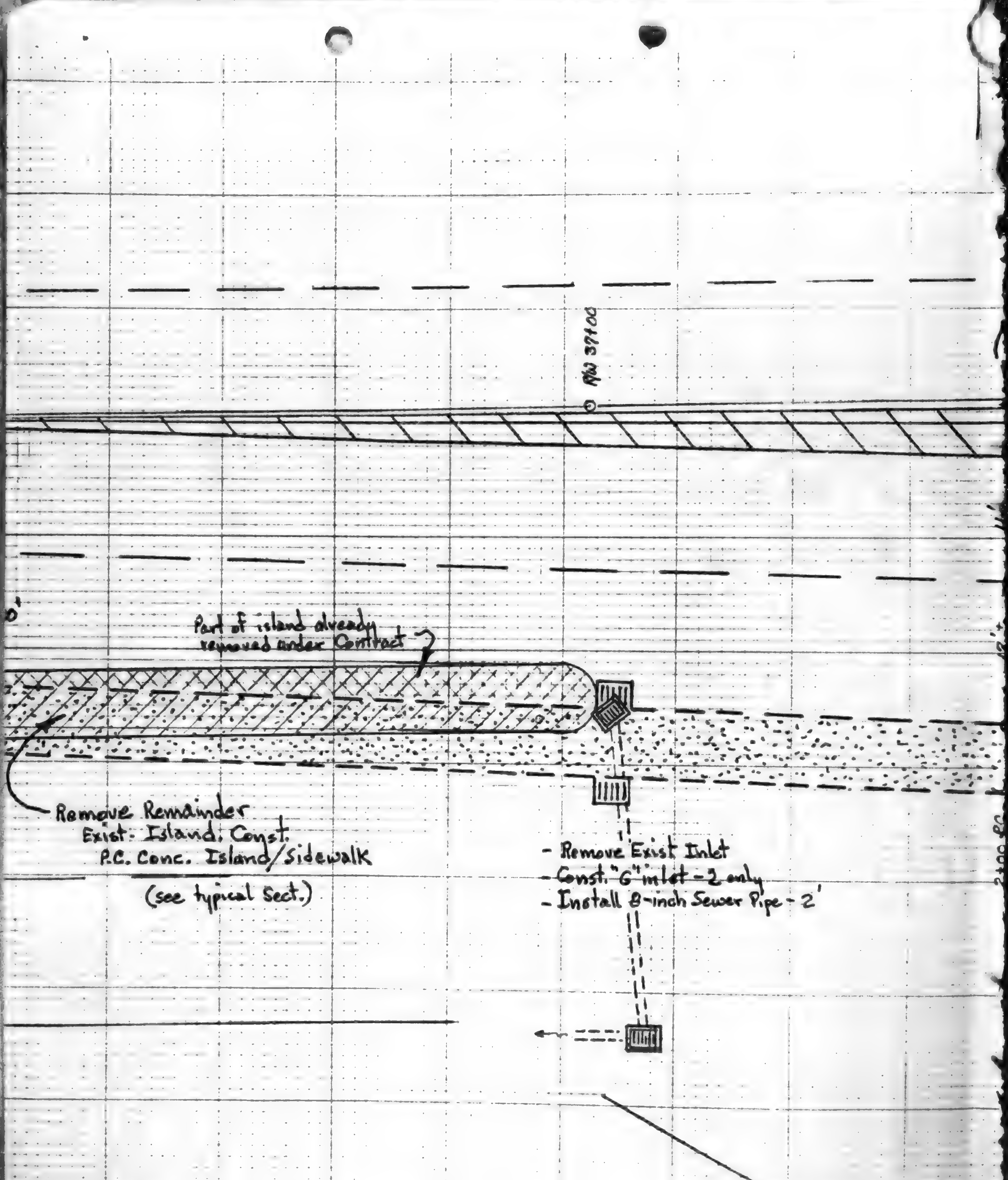
RECEIVED
STATE HWY ENGR

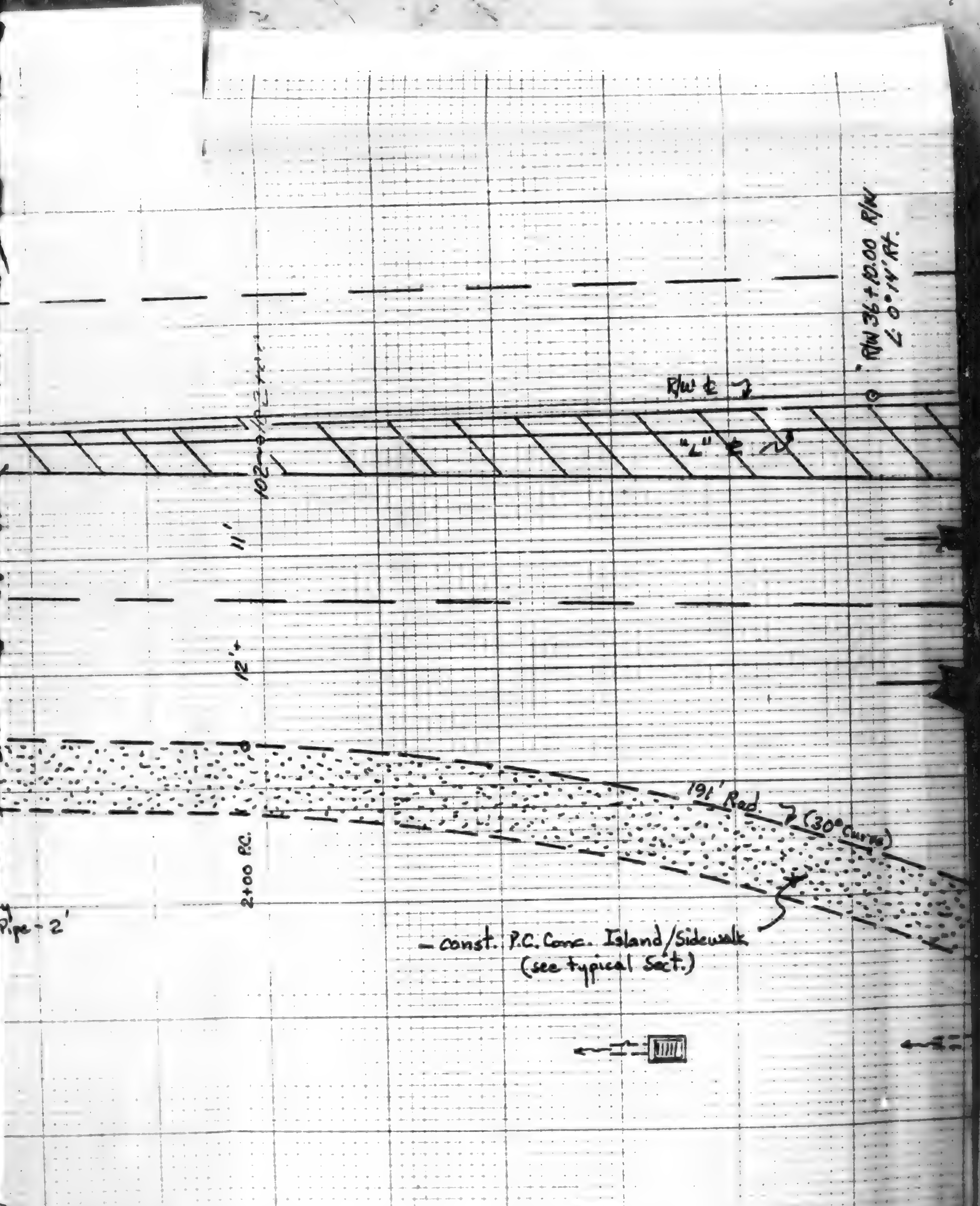
DEC 12 '79

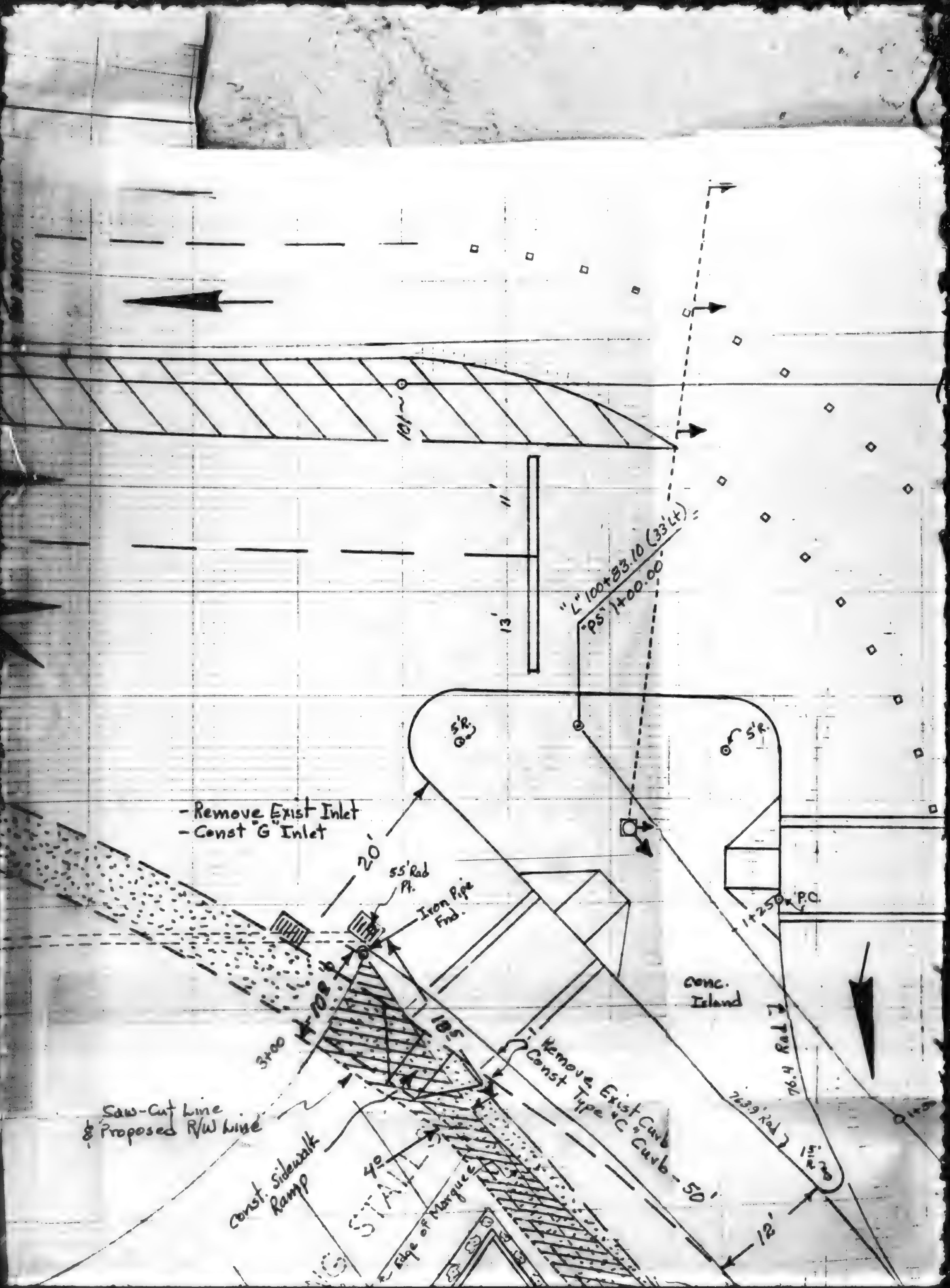
REFER TO

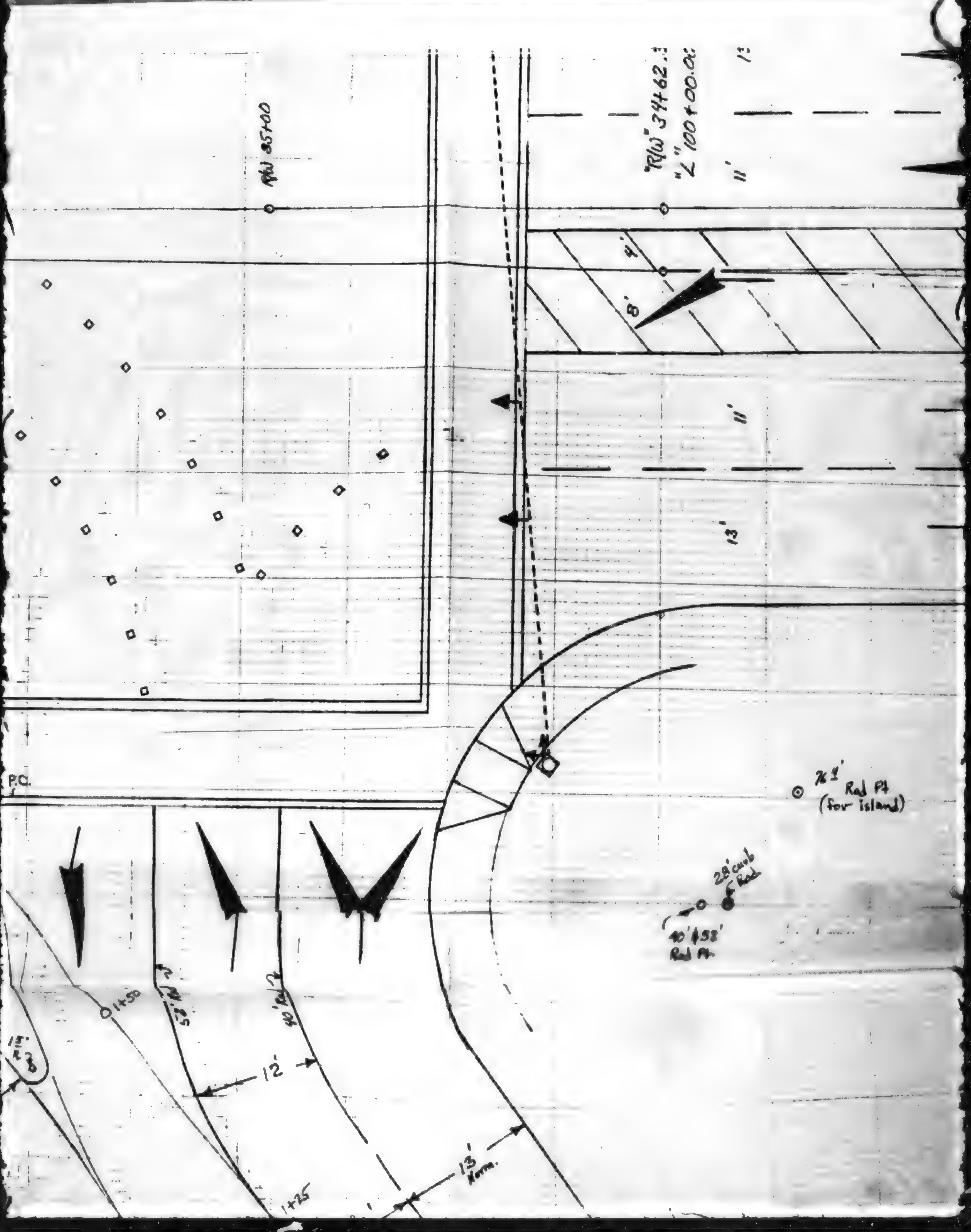
FOR

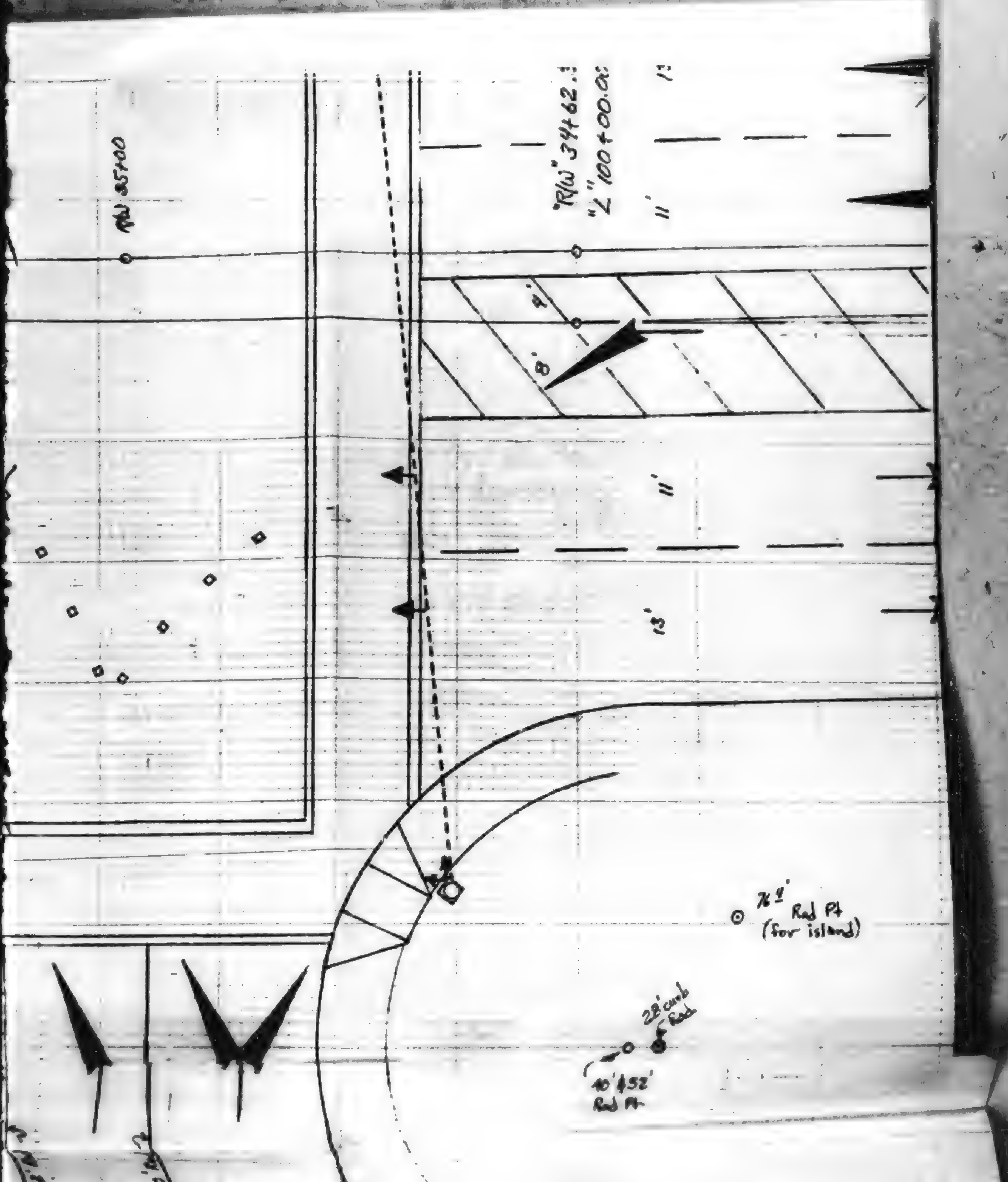
Info	Invsn	R/D	D/R	Sign	Act	File

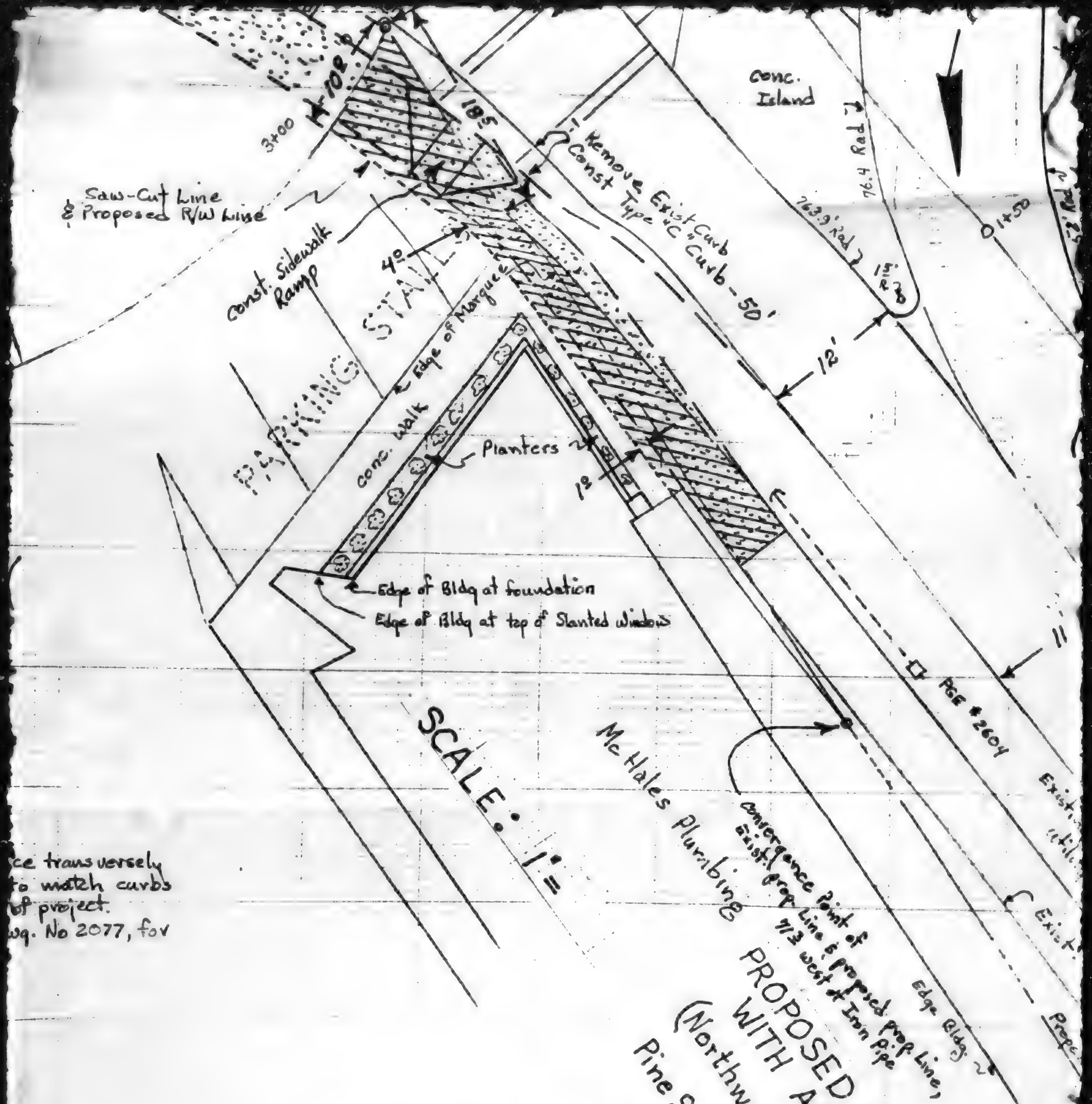

R/W 37+00
0'
Part of island already removed under Contract
Remove Remainder Exist. Island; Const. P.C. Conc. Island/Sidewalk
(see typical Sect.)
- Remove Exist Inlet
- Const. "G" inlet - 2 only
- Install 8-inch Sewer Pipe - 2'
TRAFFIC CHANNELIZATION

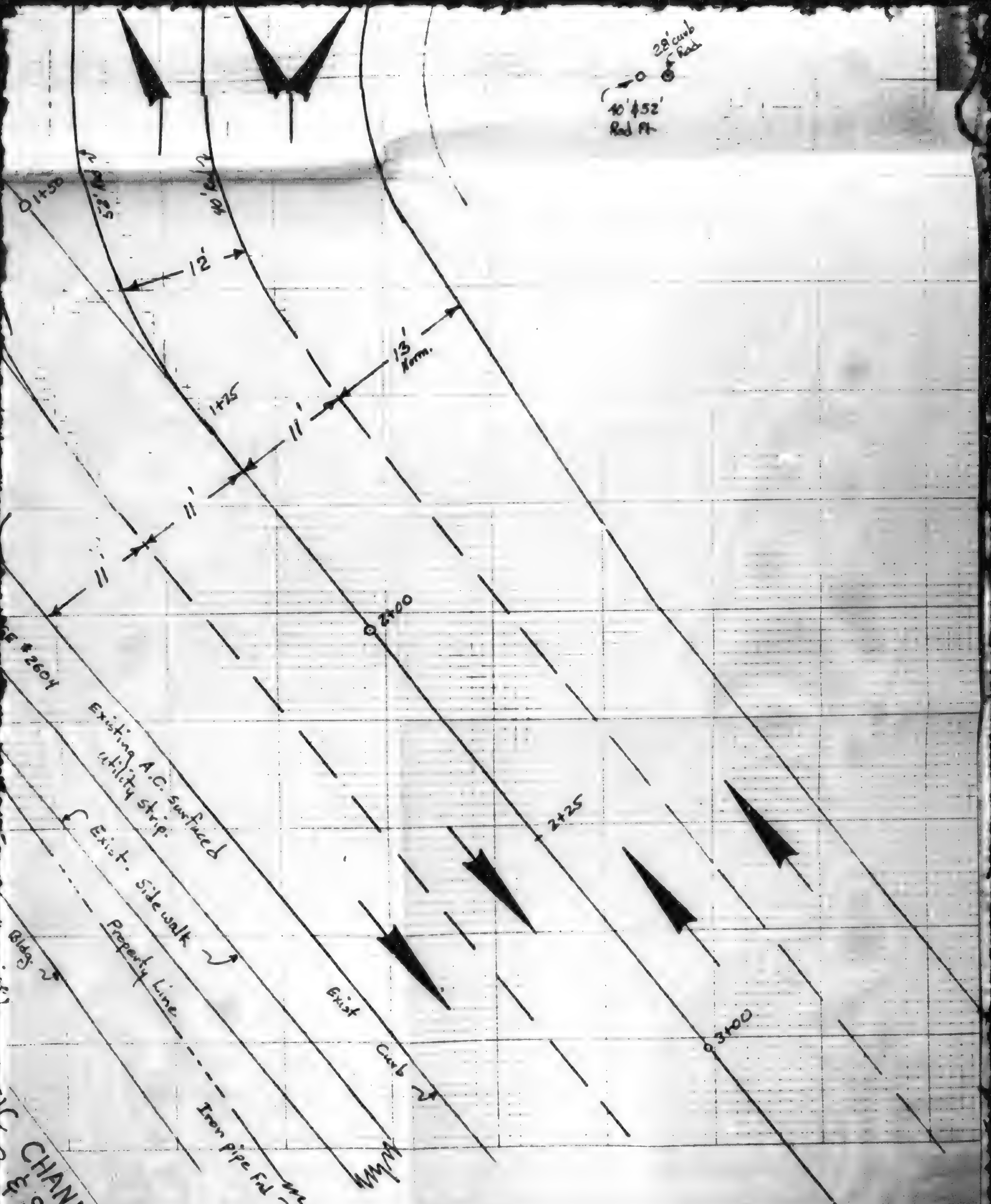

R/W 36+10.00 R/W
∠ 0°14' Rt.
R/W ℄
"L" ℄
102+40 Lt.
11'
12'
2+00 P.C.
19' Rad.
(30° Curve)
Pipe - 2'
const. P.C. Conc. Island/Sidewalk
(see typical Sect.)


10'
11'
13'
"L" 100+83.10 (33' Lt) =
"PS" 1+00.00
5'R.
5'R.
-Remove Exist Inlet
-Const "G" Inlet
20'
55' Rad Pt.
Iron Pipe Fnd.
1+25
P.C.
Conc. Island
76.4 Rad
763.9' Rad
15' R
3+00
10'
18.5
Remove Exist Curb
Const Type "C" Curb - 50'
Saw-Cut Line
& Proposed R/W Line
Const. Sidewalk Ramp
4'
STALL
Edge of Marquee
12'


R/W 35+00
"R/W" 34+62.3
"L" 100+00.0
13'
11'
4'
8'
11'
13'
P.C.
76.9' Rad Pt (for island)
28' curb Rad
40' & 58' Rad Pt.
1+50
58' Rad
40' Rad
15' R
8
12'
13' Norm.
1+25


R/W 35+00
"R/W" 34+62.±
"L" 100+00.00
13'
11'
4'
8'
11'
13'
76±' Rad Pt (for island)
28' curb Rad
40' & 52' Rad Pt
52' R
40' R
12'
13' Norm.


Conc. Island
3+00
102
18.5
Saw-Cut Line & Proposed R/W Line
Remove Exist Curb
Const Type "C" Curb - 50'
Const. Sidewalk Ramp
4'
PARKING STALL
Edge of Marquee
Conc. Walk
Planters
1'
12'
763.9' Rad
76.4 Pay
1+50
15' R
Edge of Bldg at foundation
Edge of Bldg at top of Slanted window
11
POLE #2604
SCALE: 1" =
Mc Hales Plumbing
Convergence Point of Exist. prop. Line & proposed prop. Line, 9/3 west of Iron Pipe
Edge Bldg.
Exist
Prop
...ce transversely ...to match curbs ...of project. ...wg. No 2077, for
PROPOSED TRAFFIC CHAN...
WITH ADDED CURB & S...
(Northwest Quadrant Pi...
Pine St. N.E. ~ Academy...
Pacific Hi...
Mario...
Con...
K.D. Wolfe, Res. Eng...


28' curb
℄ Rad.
40' & 52'
Rad Pt.
1+50
52' Rad
40' Rad
12'
13'
Norm.
11'
11'
11
1+25
2+00
2+25
3+00
E #2604
Existing A.C. surfaced
utility strip
Exist. Sidewalk
Property Line
Iron pipe Fd
Bldg.
Exist
Curb
CHANN

BEFORE THE DEPARTMENT OF TRANSPORTATION

OF THE STATE OF OREGON

REMONSTRANCE TO LIMITING ACCESS AND CLOSING OF STREET

TO: Fred B. Klaboe, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

The undersigned interested persons respectfully petition you for a determination not to restrict or limit the present access to the Allen & Palke Cabinet and Fixture Shop, 2725 Portland Road, N.E., Salem, Oregon 97303, and other nearby business establishments on Val Pak Road and Portland Road in that vicinity.

We further petition you for a determination the Val Pak Road not be closed to general traffic and access to and from Portland Road.

The presently proposed changes in access and the proposed closing of Val Pak Road would, (1) seriously limit delivery of materials to Allen & Palke, and (2) seriously limit access of customers to the businesses in the area to the possible extent that said businesses would have to close.

Respectfully submitted,

Name	Address	Phone No.
Carol Murphy	1256 Jaye Dr. City	393-0724
Janet Watson	3706 Watson Ave NE Salem	581-7135
Earl J. White	1357 KASHMIR DR S SALEM	362-5576
Teri Voelker	40606 N. McCulley mt Rd.	859-3137
Charles F Warner	1615 Tierra Dr. N.E.	
[illegible]	5?? HYSON NE. SALEM, OR.	
Bom Moore	4739-Deepwood Lp. Salem	371-9118
Bob White	1357 Kashmir Dr. SAlem	362 5576

8882

1E
2

ROAD DESIGN 378-6558

January 3, 1980

J. B. Boyd
Manager, Right of Way

J. H. Versteeg
Road Design Engineer

File 50832
Pine Street-Academy Street Sec.
Pacific Highway East
Marion County
Const. Prefix 24-1036

Here is a description and new file, with prints and an authorization, for additional area needed for proposed revision at the intersection of Hickory Street N.E. and Val Pak Road N.E.

ORIGINAL SIGNED BY
W. H. WAKERLIG
By:
W. H. Wakerlig
R/W Descriptions Engineer

WHW:cj
Attachments

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 4 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

1E
2

ROAD DESIGN 378-6558

Larry Rulien December 10, 1979

ORIGINAL SIGNED BY
J. H. Versteeg J. H. VERSTEEG
Road Design Engineer

Pine Street-Academy Street (Salem)
Pacific Highway East
Marion County

At your request, we looked into the possibility of developing an adequate access to Val Pack Road at Pine Street. The purchase of the first property located north of Pine and west of the highway was proposed for such an access.

We have studied the situation and find that to provide safe adequate access to Val Pack Road would require the purchase of several properties in the area. The purchase and use of the first property would not permit sufficient distance from the highway intersection nor an adequate turning radius from Pine Street for truck traffic.

If you wish this studied further, please let me know.

DNS:cj

Don S.

RECEIVED
DEC 11 1979
ROAD DESIGN
SECTION

Versteeg
Anderson
1 Christensen
2 Olson
Sullivan
Turpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

71 - 26

nted Traffic Marker
y Others)

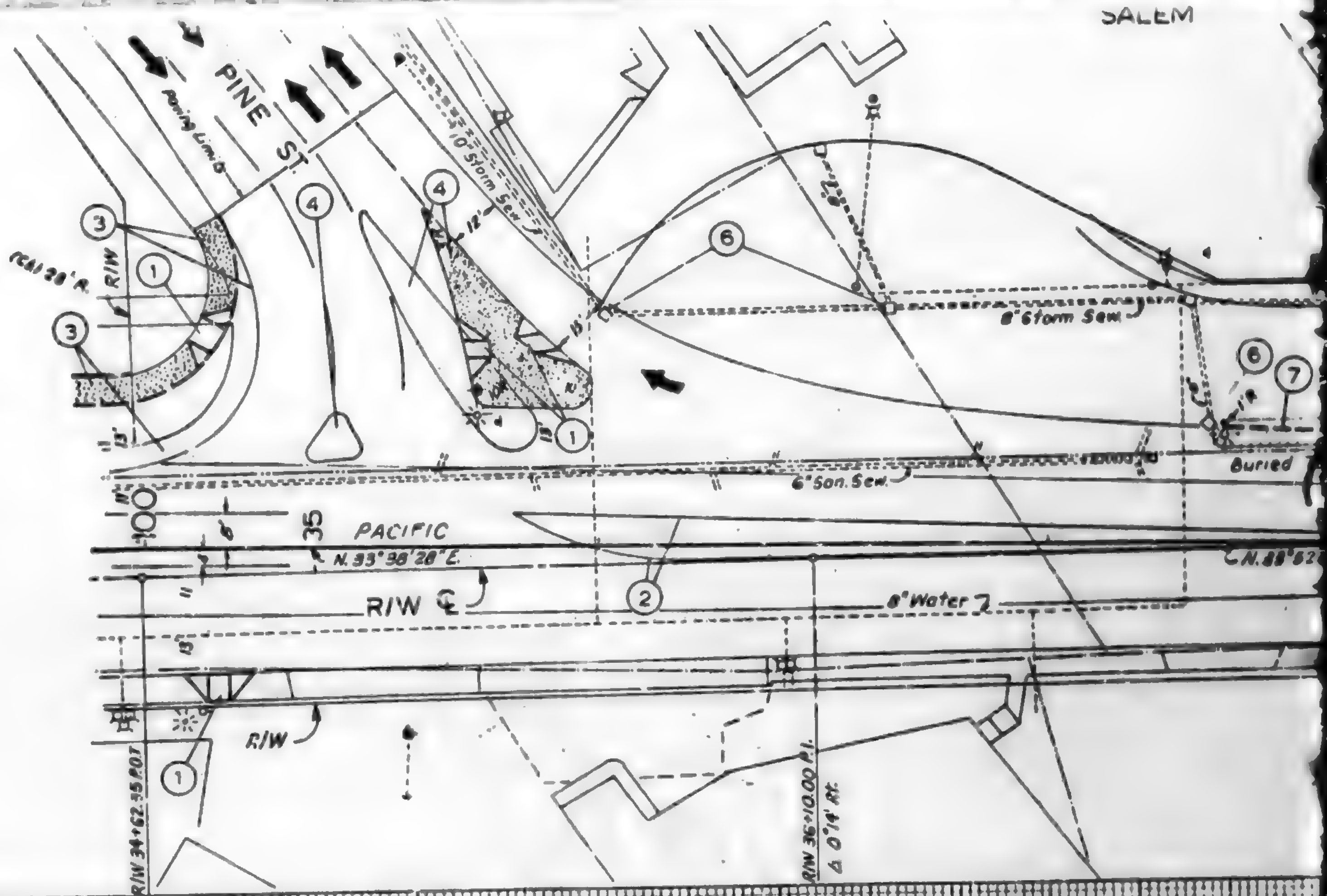
nst. P.C. Conc. Walk
st. Type "A" Curb
move Extg. Curb & Walk

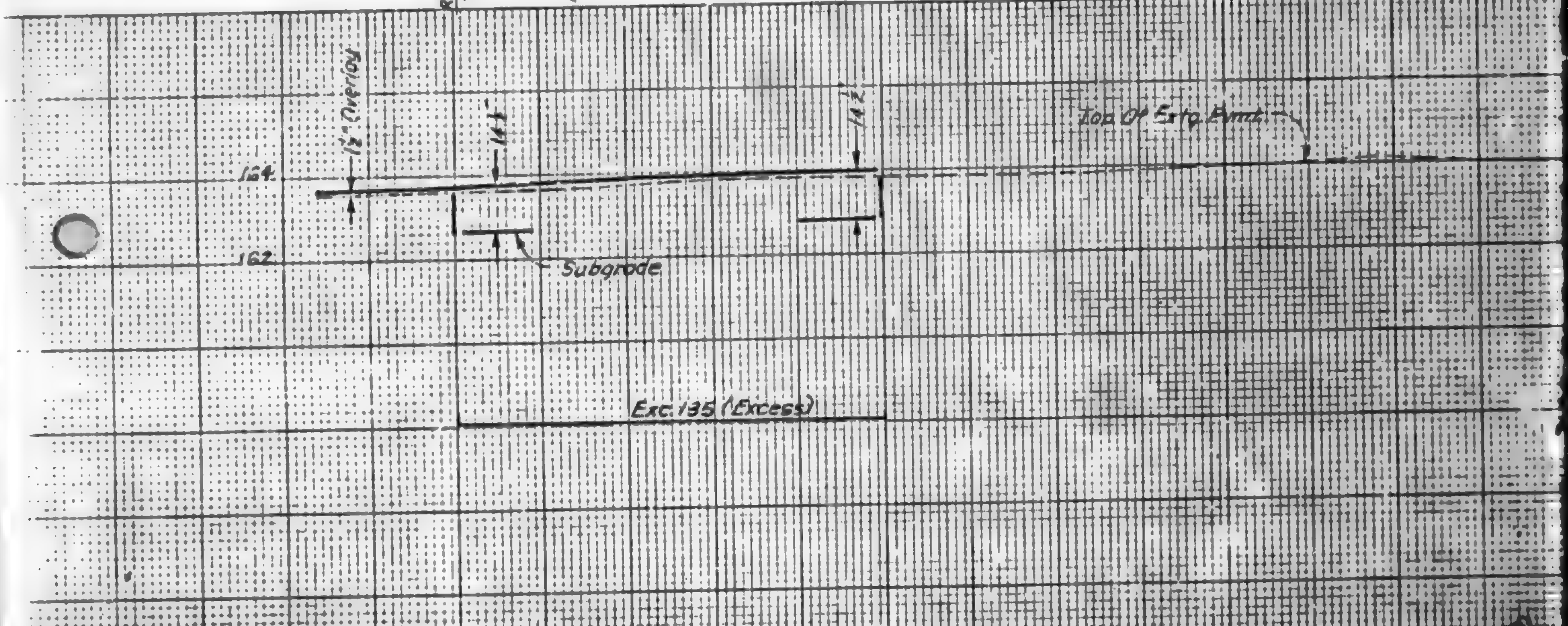
nst. Type "C-1" Conc. Island
move Islands

move Conc. Sidewalk & Curb
s Directed)

nst. Modified "G" Grates-3 (Total)
or Details, See Sht. 2A)

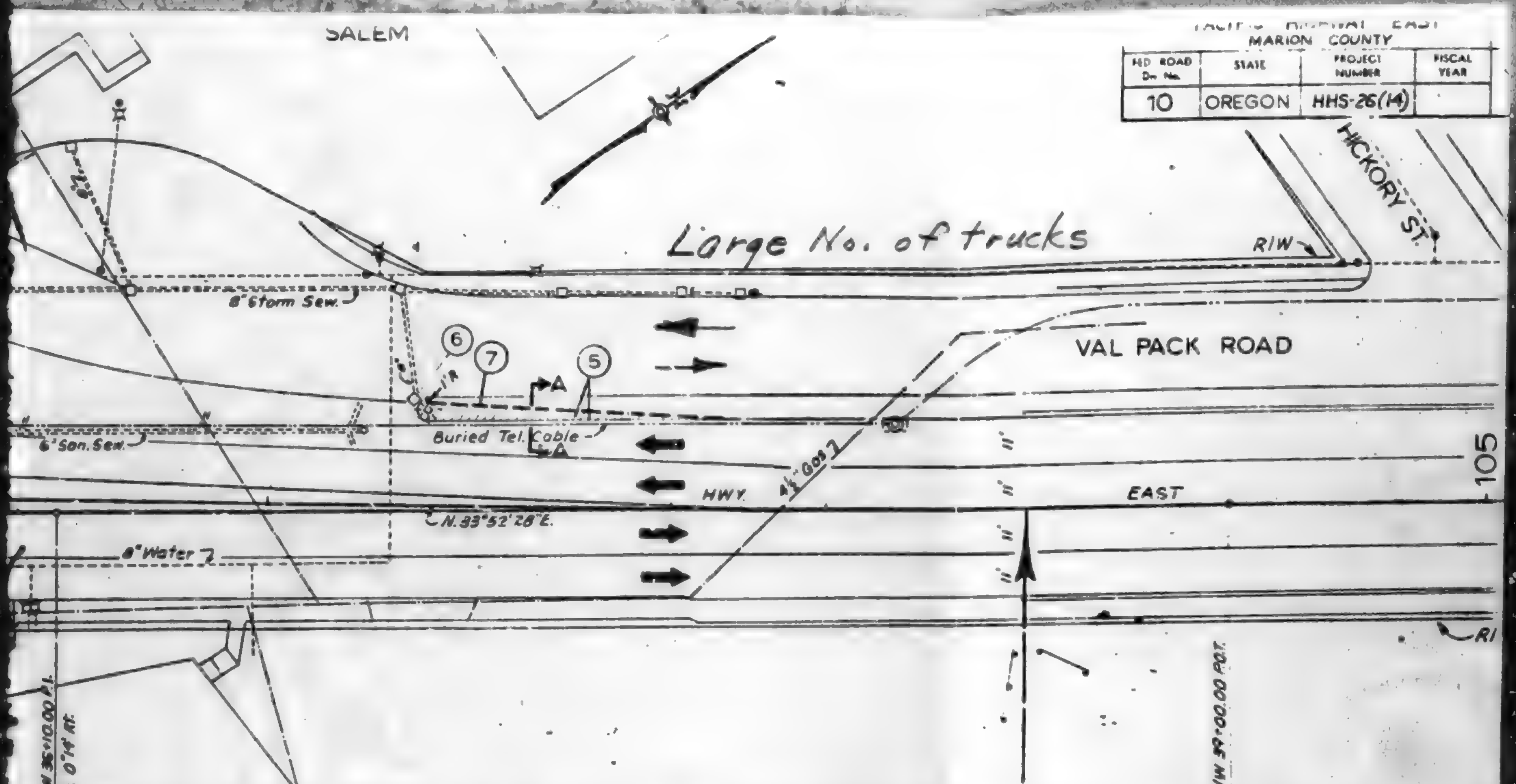
nst Type "C" Curb
Details See Sheet 2

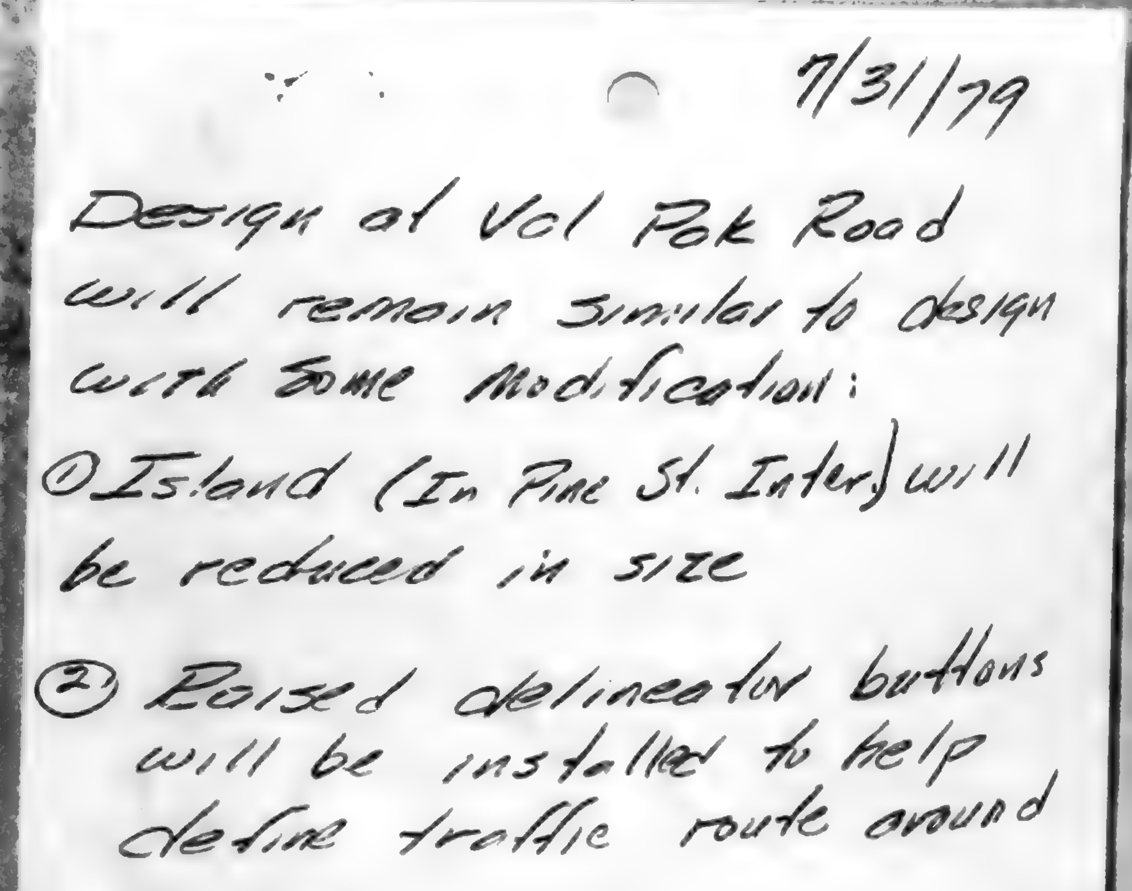

SALEM
PINE ST.
Paving Limits
R/W
(Ex) 28' R.
10" Storm Sew.
8" Storm Sew.
6" San. Sew.
Buried
PACIFIC
N. 33°38'28" E.
C.N. 88°52'
R/W ℄
8" Water
100
35
12'
R/W 34+62.35 POT
R/W 36+10.00 P.I.
Δ 0°14' Rt.
①
②
③
④
⑥
⑦


1½" Overlay
14"
14"
164
162
Top Of Extg. Pvmt.
Subgrade
Exc. 135 (Excess)

PACIFIC HIGHWAY EAST
MARION COUNTY

FD ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	HHS-26(14)	


SALEM
HICKORY ST.
Large No. of trucks
R/W
8" Storm Sew.
⑥
⑦
⑤
A
VAL PACK ROAD
Buried Tel. Cable
6" San. Sew.
4½" Gas
105
HWY.
EAST
N. 33°52'28"E.
8" Water
RI
R/W 36+10.00 P.I.
℄ 0'14 Rt.
R/W 39+00.00 P.O.T.
Top Of Extg. Pvmt.
1½" Overlay
Match Extg. Pvmt.
HHS-26(14)
164
162
160
END OF PROJECT
STA. 103+88



7/31/79

Design at Vol Pak Road will remain similar to design with some modification:

① Island (In Pine St. Inter.) will be reduced in size

② Raised delineator buttons will be installed to help define traffic route around curve.

③ A short left turn will be installed for access to Vol Pak Road.

Ground work is being laid by Region with City to Change Zoning in area to Commercial (Going that way already) and eventually providing other access to area and Closing or limiting movements from Val Pak Rd.

This is best interim Solution Doc

FORM 81-734-3030

1E

OREGON STATE HIGHWAY DIVISION

FILE: 24-1036

INTER-OFFICE CORRESPONDENCE

July 16, 1979
Salem, Oregon

ORIGINAL SIGNED BY
T. W. LITCHFIELD

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: FILE

SUBJECT: Access to Val Pak Road
@ Pine Street
Pine St. NE-Academy St. NE
Pacific Highway East
Marion County
Contract No. 8882

As agreed at our meeting on June 14, 1979, a follow-up meeting was held at 9:00 am on July 13, 1979, in the Conference Room of the East Salem Highway Building with the following people in attendance:

Dennis Billings	OSHD, Asst. Reg. Traffic Engr.
K. D. Wolfe	OSHD, Resident Engineer
T. W. Litchfield	OSHD, Region Operations Engineer
J. W. Dixon	OSHD, Right of Way Supervisor
E. H. Allen	Allen & Palke, 362-2578
Clarence Pyatt	Hindmans Trailer Service, 585-6110 Pyatts Welding
Deittia Pyatt	Hindmans Trailer Service, 585-6110 Pyatts Welding
Bill Saur	City of Salem
Doug Van Dyke	City of Salem
J. J. Ahmed	Warehouse Distributors, Inc., 581-2582
D. G. McMurry	McMurry McHale's Inc., 364-4497

The purpose of the meeting was to explain the plan we had developed since our meeting on June 14, 1979, to handle ingress and egress from the intersection of North Portland Road and Pine Street to Val Pak Road.

The plan we laid before them proposed a curb and sidewalk to delineate the south to west movement from North Portland Road to Pine Street with an opening which would allow a northbound vehicle to make a left oblique move to the right of the proposed island and into Val Pak Road. This plan did not provide for the right turn movement of trucks southbound on Portland Road to northbound on Val Pak Road, and it allowed only a right turn movement from Val Pak Road onto Pine Street. This plan was rejected by the local residents because they felt it still inadequate to properly serve the properties on Val Pak Road.

Both Doug Van Dyke and the property owners expressed considerable concern over allowing a free right turn movement while at the same time providing for a permissive left oblique movement for

?

RECEIVED
JUL 19 1979
ROAD DESIGN
SECTION

1 Versteeg
Andersen DC
2 Christensen
Olsen
3 Sullivan JWS
Turpin
Trout
Wakerlig

Art
Terry
o.b.

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Bring Up / /
Action

northbound traffic into Val Pak Road.

After much discussion, another idea evolved at Doug Van Dyke's suggestion, which would provide a short left turn refuge north of Pine Street that would allow storage room for two cars or one truck and provide access into Val Pak Road immediately south of the existing railroad undercrossing. We will study this and determine if a suitable plan could be developed to provide for this maneuver.

Also discussed was the future development of the entire area bounded by North Portland Road, Pine Street, Brooks Avenue, and the railroads. It was felt that Hickory Street would eventually become commericial or light industrial, would be widened, and therefore eventually provide a suitable alternate access to Val Pak Road. Along with these discussions was the concern over trucks making a move from Hickory Street either north or south on Val Pak Road. We will investigate this and determine what modifications must be made at those corners to allow this maneuver by large trucks.

Along with these investigations, we will consider the installation of round, raised delineators (Dagmar buttons) to define the route traffic must travel to avoid conflict with the existing curb on Pine Street and the modifications this would require to the island separating left and right turning traffic from Portland Road onto Pine Street. This would provide better delineation than presently exists and still allow ingress and egress to Val Pak Road as it presently exists.

The next time we meet, we will have not only the Highway Division and the property owners present, but also representatives of the City of Salem, Federal Highway Administration, and the Northeast Neighborhood Association so that we may bring this matter to a suitable conclusion. There appears to be a feeling that once Hickory Street is widened to provide a suitable access for large vehicles, the closure of the access of Val Pak Road to Pine Street will be more acceptable to the property owners on Val Pak Road.

It was brought out in the discussions that maintaining the free right turning movement was essential to maintain the present capacity of the intersection. Since we have only 1975 figures available to us at this time, we will have a new manual count made at this intersection which will also take note of the maximum length of queuing of southbound traffic on North

Portland Road. It appears that at least 50% of the southbound traffic on North Portland Road turns right onto Pine Street. This was brought out in our discussion with the property owners, but they still felt this particular maneuver was the greatest hazard to ingress and egress to Val Pak Road. An observation of the intersection by the writer and others between 1:00 and 1:30 pm on July 13, 1979, appeared to substantiate this statement, although the speed traffic was traveling on this free right turn move appeared less than alleged by the owners at our meeting. Before any further construction work is performed at this location, another meeting will be held with all interested parties.

TWL/gl
cc: H. S. Coulter
J. H. Versteeg
L. E. George
J. W. Dixon
K. D. Wolfe
W. J. Kappus, FHWA

8883

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO. HI[illegible]26(14)

STATE [illegible]JECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90054

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 23 '79
REFER TO
[illegible]
FOR

Info	Inv.	R/A	C/R	Sign	Act	File

DATE PS & E APPROVED 1-31-79

DATE AUTHORIZATION EFFECTIVE 6-29-79

FEDERAL ROUTE NUMBER Primary 26

STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION: Pine Street - Academy Street

GENERAL DESCRIPTION OF WORK: Adjust temporary traffic signasl

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~
~~[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6-29-79, as requested in Mr. Keasey's letter of 7-5-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $500 Federal Funds $450.

DATE 6-29-79

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240
REV. 8-70

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—025-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
June 15, 1979
Salem, Oregon

FILE: 24-1036

NOTED
H. S. COULTER

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: File

SUBJECT: Access to Val Pak Road
@ Pine St.
Pine St. NE-Academy St. NE
Pacific Highway East
Marion County
Contract No. 8882

A meeting was held at 10:00 am on June 14, 1979, in C. O. Fredrickson's office with the following people in attendance:

Dennis Billings	ODOT, Asst. Reg. Traffic Engr.
K. D. Wolfe	OSHD, Res. Engr., 378-8132
T. W. Litchfield	OSHD, Reg. Oper. Engr., 378-2626
Jim Dixon	OSHD, Reg. R/W Supervisor
Ralph W. Atwood	2895 Val Pak Road (Ralph Atwood & Sons)
Deittia Pyatt	2735 Portland Rd., 585-6110
Clarence Pyatt	" " " " "
Ben Hindman	6071 31st Ave. SE (2735 Portland Rd.)
Bud Palke	2725 Portland Rd. NE, 362-2578 (Allen & Palke Cabinets)
C. J. Hansen	3552 Silverton Rd., 585-4754
William W. Bales	1575 Hickory NE, 585-4754
Fred Aust	2805 Val Pak Rd. NE, 581-2582
Perry Crosley	OSHD, R/W Agent
David McMurry	(McHales Plumbing), 364-4497

The purpose of the meeting was to discuss the proposed construction of a curb and sidewalk which would sever the access of Val Pak Road to Pine Street and north Portland Road (Pacific Highway East). Those in attendance represented the property owners along Val Pak Road which would be affected by severance of this access. It was brought out in the discussion that the reason for the purchase of the right of way at this point was to provide access for trucks from north Portland Road onto Val Pak Road at the time the railroad undercrossing was constructed. The concern of these people is that if access is severed, the trucks desiring to come from Portland Road onto Val Pak Road will have to travel ultimately down Hickory Street which is a narrow City street bordered by residences most of its length from Brooks Avenue to Val Pak Road. They were most interested in the Highway Division considering other alternatives to providing safe ingress and egress from Val Pak Road to Pine Street and north Portland Road. They were doubtful that a large truck or semi could make the turn from Brooks to Hickory or from Val Pak to

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STATE HWY ENGR
JUN 18 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Hickory because of the width of Hickory. It should also be noted that there are no sidewalks on at least the west half of Hickory.

They were also interested in what legal recourse they may have should the Highway Division proceed with the construction of the curb and sidewalk as proposed. We advised them that they should consult an attorney, and none of them were interested in becoming involved in a legal entanglement over this issue.

I agreed to examine the situation further and develop some possible alternative solutions that would provide safe ingress and egress for traffic to Val Pak Road. We all agreed that prior to the construction being performed, another meeting would be held at which the proposed solution to the problem would be presented. The owners indicated a willingness to participate financially to some degree in the solution to this problem, and also to advise the truckers who frequent their establishments to make a right turn only onto Pine Street when entering from Val Pak Road to Pine Street. They agreed that access directly from Val Pak Road to north Portland Road either southbound or northbound, was unacceptable. They were interested in having a means to make a move from northbound on Portland Road, taking a left oblique move across the Pine Street-North Portland Road connection into Val Pak Road.

I have asked Dennis Billings to proceed with the study of this problem and to come up with one or more possible solutions and prices therefore. When this is developed, I will obtain legal advice as to the propriety of requesting these owners to participate in the cost of this construction, and then hold another meeting with the owners to lay the plan before them.

Inasmuch as this work will be beyond the limits of the current contract, it will be necessary to either perform it with State forces or under price agreement with the contractor.

Prior to any meeting with the property owners in the area, this plan will be reviewed and approved by all appropriate levels of the Highway Division and the Federal Highway Administration.

I should like to point out that this meeting was very amiable, and that all participants were very interested in developing a solution to the problem and recognized that the existing situation is not acceptable. I feel confident that a satisfactory solution will be developed in the very near future.

TWL/gl
cc: H. S. Coulter   L. E. George   K. D. Wolfe
J. H. Versteeg   J. W. Dixon   W. J. Kappus - FHWA

1E

FORM 81-734-3030

FILE: 24-1036

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 8, 1979

Salem, Oregon

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: Hal Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Additional Right of Way
Pine St.-Academy St. Section
Pacific Highway East
Marion County
Contract No. 8882

You will find attached a copy of Resident Engineer Ken Wolfe's letter dated June 6, 1979, and also a copy of his letter dated March 30, 1979, explaining the need for additional right of way at the northwest corner of the intersection of Pine Street and N Portland Road on the above captioned section.

On April 10, 1979, I sent to you maps showing the proposed solution at that time, on which was shown the right of way needed to accomplish that work. Since that time, it has been decided to construct a curb and sidewalk to sever the existing access of Val Pak Road to N Portland Road and Pine Street, and you will find attached one copy each of a 1" = 10' and 1" = 20' scale drawing showing the proposed construction.

This will require more right of way than the proposal submitted to you on April 10, and this is shown in yellow on the attached drawings. Please prepare the required description for this property and submit it to the Right of Way Section for appraisal. Your early attention to this matter will be very much appreciated.

Copies of these letters and drawings have been handed to the Region II Right of Way Section for their use.

TWL/gl
attachments
cc: J. B. Boyd
Jim Dixon

3 Versteeg 1
Anderson
Christensen
1 Olson
Sullivan
Terpin
Trout
2 Wakerlig

RECEIVED
JUN 0 8 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

The matter of the City closing the street is apparently still up in the air. 6/8/79

See attached legal research - says this isn't city street (p. 4) 6/11/79

Description to R/W
6-14-79.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1036

Salem, Oregon

June 6, 1979

K. D. Wolfe

FROM: K. D. Wolfe
Resident Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Pine St-Academy St NE (Salem)
Pacific Highway East
Marion County
Contract No. 8882

Proposed Revision of Pine Street
Channelization

Considerable discussion and planning has taken place to resolve the channelization problem that will exist for Portland Rd southbound to Pine Street traffic if the intersection is constructed as shown on the plans. Traffic cones were placed in position to outline the proposed island and it was found that it was impossible for long wheel base semi-truck units to negotiate the turn at the posted speed of 20 MPH.

I worked up a preliminary proposal to revise the north curb radius on Pine Street a sufficient amount to allow room for this turning movement and submitted it through channels. This plan involved the curb only and required a small triangular area of R/W taking from the McHales Plumbing (McMurray property) - see my letter of 3-3-79, copy attached.

Sine then, two other proposals have been made. One (by the property owner) extended the Pine Street curb part way around the radius onto Portland Road, but still allowed access to and from Val Pak Road. This was rejected in favor of the attached plan which completely severs access to and from Portland Road ~~for~~ Val Pak Road. This plan also provides a sidewalk around the N.W. radius which allows for safer pedestrian traffic from the Pine Street area through the S.P. RR underpass to the North.

Under the current plan the contractor cannot construct the island in the Pine Street connection without either constructing the curb revision, as shown, or implementing a fairly elaborate temporary signing and barricading plan that would exist until such time that the curb is removed and reconstructed.

The Attorney Generals office has written a favorable report on the closing of access to Val Pak Road but we cannot complete the proposed revision until a permit of entry is obtained or the needed R/W acquired. The contractor will have all work on the project completed (except the island) in about 1 or 2 weeks, weather permitting.

Enclosed are 3 copies each of a 1"=20' and 1" = 10' detail of the proposed traffic channelization and the new R/W taking required to implement this revision. The area of taking is high-lighted in yellow on each map as are the proposed dimensions for a metes and bounds description.

REGION 2 ENGINEER
RECEIVED
☐ JUN 7 1979 ☐
[✓ RE] ☐ RCE [✓ RME] ☐ RTE ☒ ROW
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RPE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 24-1036

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 30, 1979

FROM: K. D. Wolfe
Resident Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Pine St. NE-Academy St. NE (Salem)
Pacific Highway East
Marion County
Contract No. 8882

R/W at McHale's Plumbing Co.
(Murray Property at Pine and
Portland Rd.)

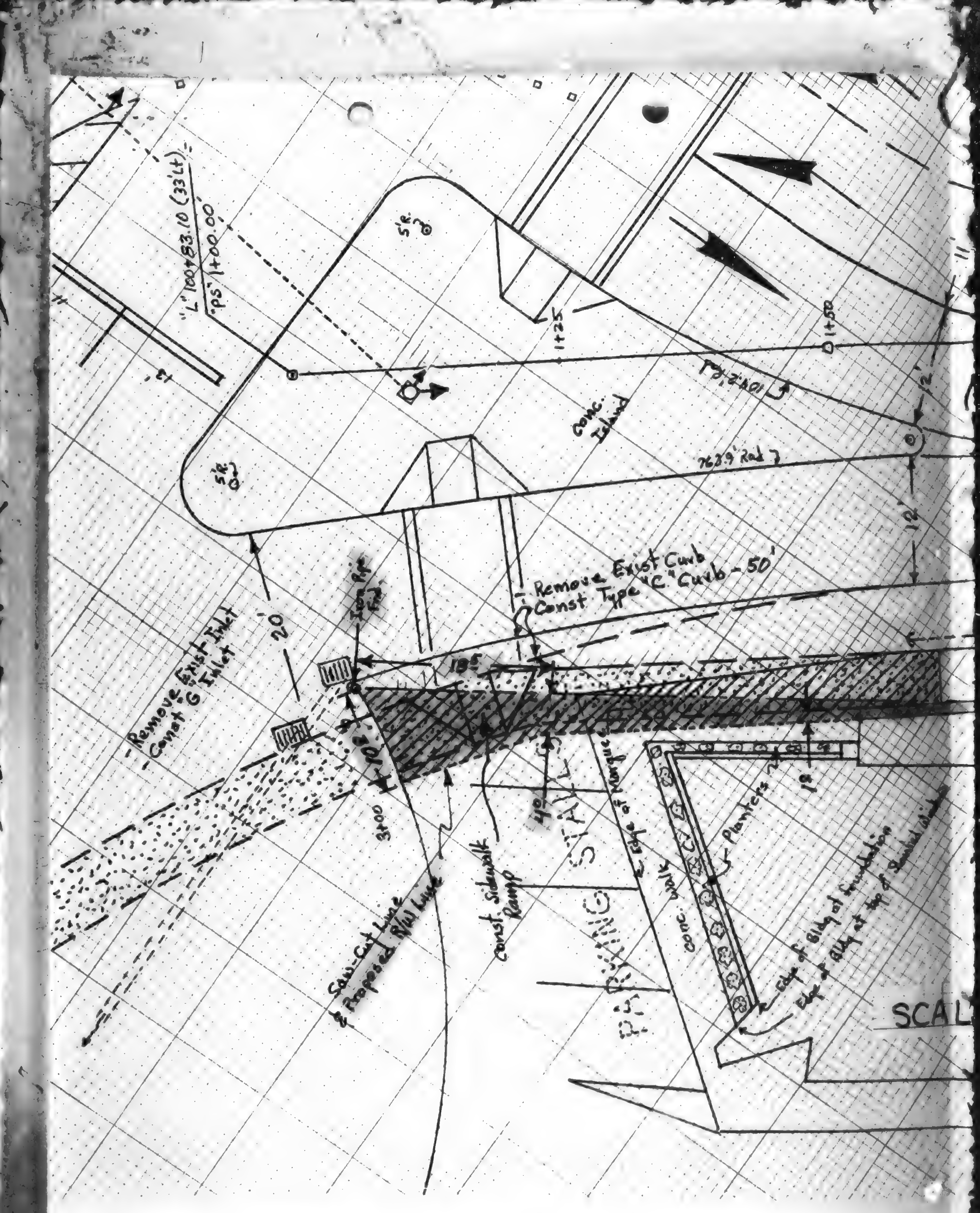
The removal of part of the island separating Portland Road from Val Pack Road to provide for the left turn centerlane has created a problem. The end of the existing curb on the North side of Pine Street is a hazard to traffic exiting Portland Road and entering onto Pine Street. (See diagram of existing curb and turn line projection.) Two maps enclosed - one 1"=20' and one 1" = 10'.

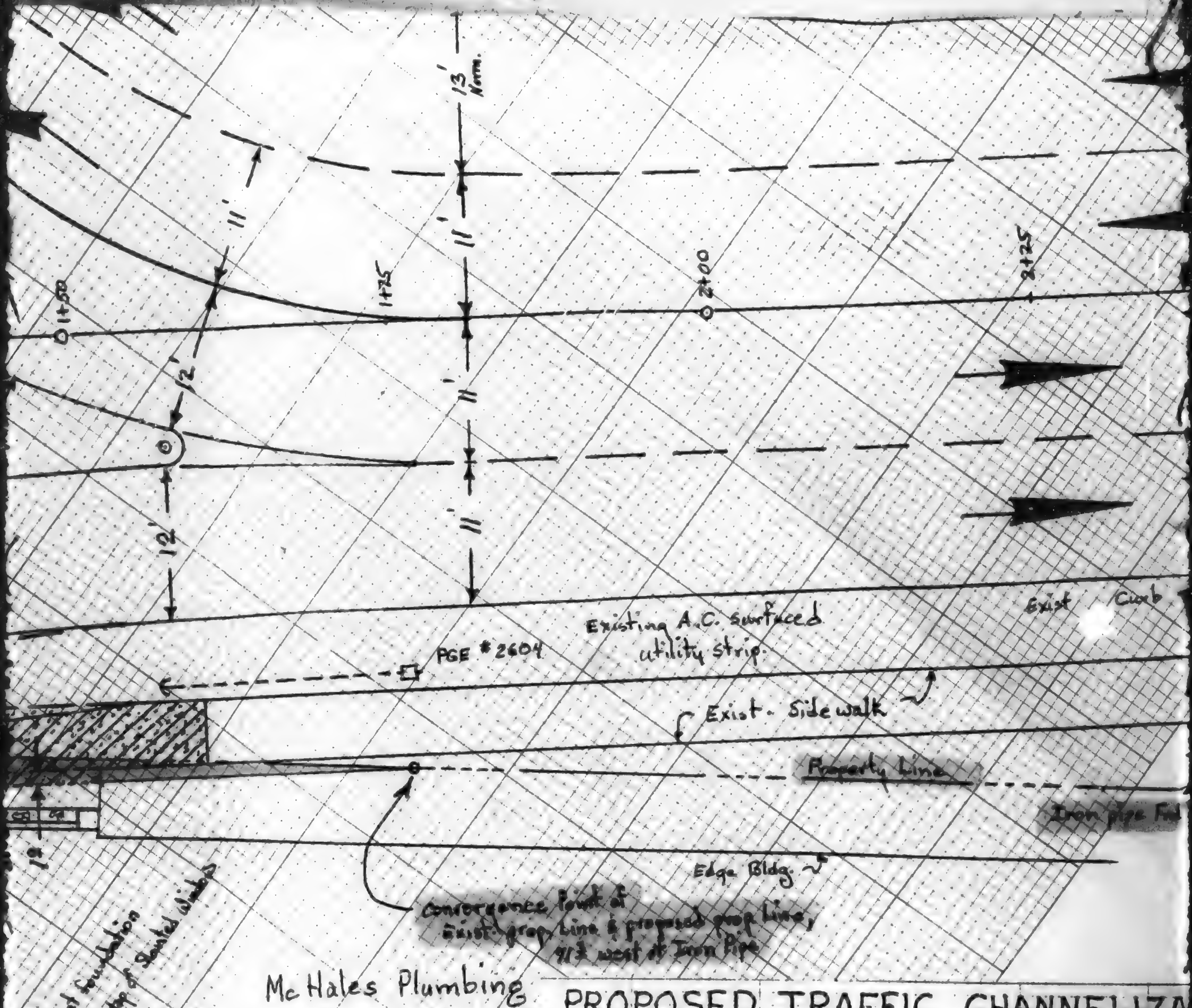
The plans call for the new island on Pine Street to be constructed considerably north of the existing island. An already hazardous condition exists and we will be compounding this problem by increasing the attack angle of the right turn movement onto Pine - besides narrowing the throat of the enterance to the slot. Evidence shows that many cars fail to negotiate the turn as it is and jump the island. Widening the radius on the north curb will not begin to cure the problem, but it is one way of reducing it. I recommend this work be done under the contract (this will require a price agreement to document the work and possibly increase unit prices) and request that the R/W Section negotiate a settlement as soon as feasible. I have personally conversed with the owner and explained the problem and indicated the approximate R/W needed. It has been marked in a couple of spots with aluminum paint.

Rebuilding the curb in the new location will require the purchase of a triangular area of approximately 62.6 SqFt. This taking will result in the loss of one parking space for the plumbing shop, but is needed to insure the safety of the traveling public.

REGION 2 ENGINEER
RECEIVED
JUN 7 1979
7ed
☐ FILE ☐ R3E
[✓ RE] ☐ RCE [✓ RME] ☐ RTE ☒ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

(15)


"L" 100+83.10 (33' Lt) = "PS" 1+00.00
5' R
5' R
Conc. Island
1+25
1+50
10.2' Lt
12'
763.9' Rad
12'
Remove Exist Curb
Const Type "C" Curb - 50'
20
10' R
Remove Exist Inlet
Const G Inlet
18.5
10.5'
3+00
4'
Saw-Cut Line & Proposed R/W Line
Const. Sidewalk Ramp
40'
STALL
PARKING
Edge of Marquee
Conc. walk
Planters
18
Edge of Bldg at Foundation
Edge of Bldg at top of Standard
SCAL


13' Nom.
11'
11'
11'
12'
12'
11'
1+50
1+75
2+00
2+25
Exist Curb
Existing A.C. surfaced utility strip
PGE #2604
Exist. Sidewalk
Property Line
Iron pipe Fnd
Edge Bldg.
Convergence Point of Exist. prop. Line & proposed prop Line, 9'± west of Iron Pipe
19'
Edge of Bldg at foundation
Edge of Bldg at top of Slanted Window
Mc Hales Plumbing

SCALE: 1" = 10'

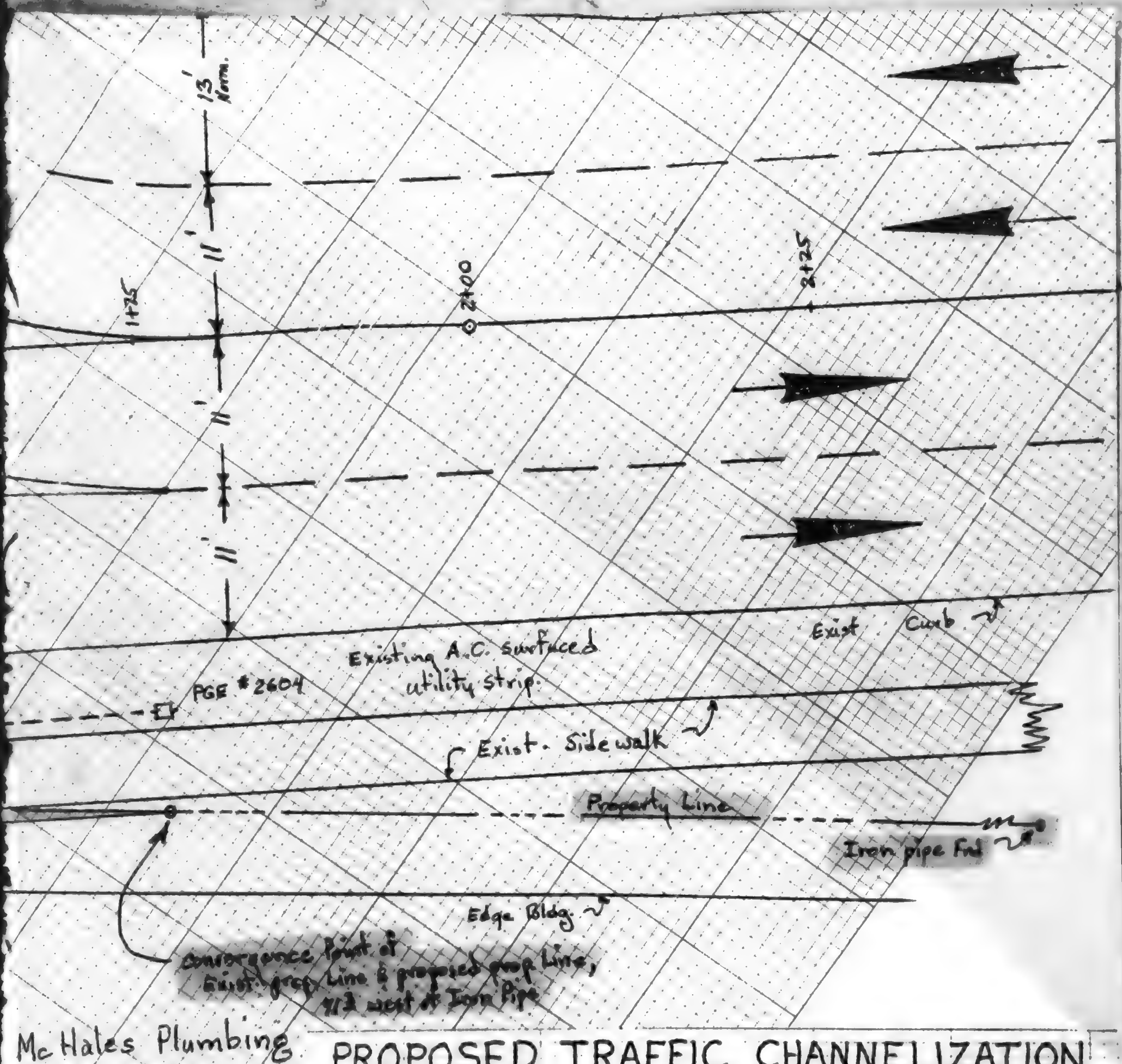
PROPOSED TRAFFIC CHANNELIZA
WITH ADDED CURB & SIDEWAL

(Northwest Quadrant Pine St. & Portla

Pine St. N.E. ~ Academy St. N.E. (Salem)
Pacific Highway East
Marion County
Contract No. 8882

K.D. Wolfe, Res. Engr.

June


13' Norm.
11'
11'
11'
1+75
2+00
2+25
Exist Curb
Existing A.C. surfaced utility strip
PGE #2604
Exist. Sidewalk
Property Line
Iron pipe Fnd
Edge Bldg.
Convergence Point of Exist. prop. Line & proposed prop. Line, 91.3' west of Iron Pipe
Mc Hales Plumbing

PROPOSED TRAFFIC CHANNELIZATION WITH ADDED CURB & SIDEWALK

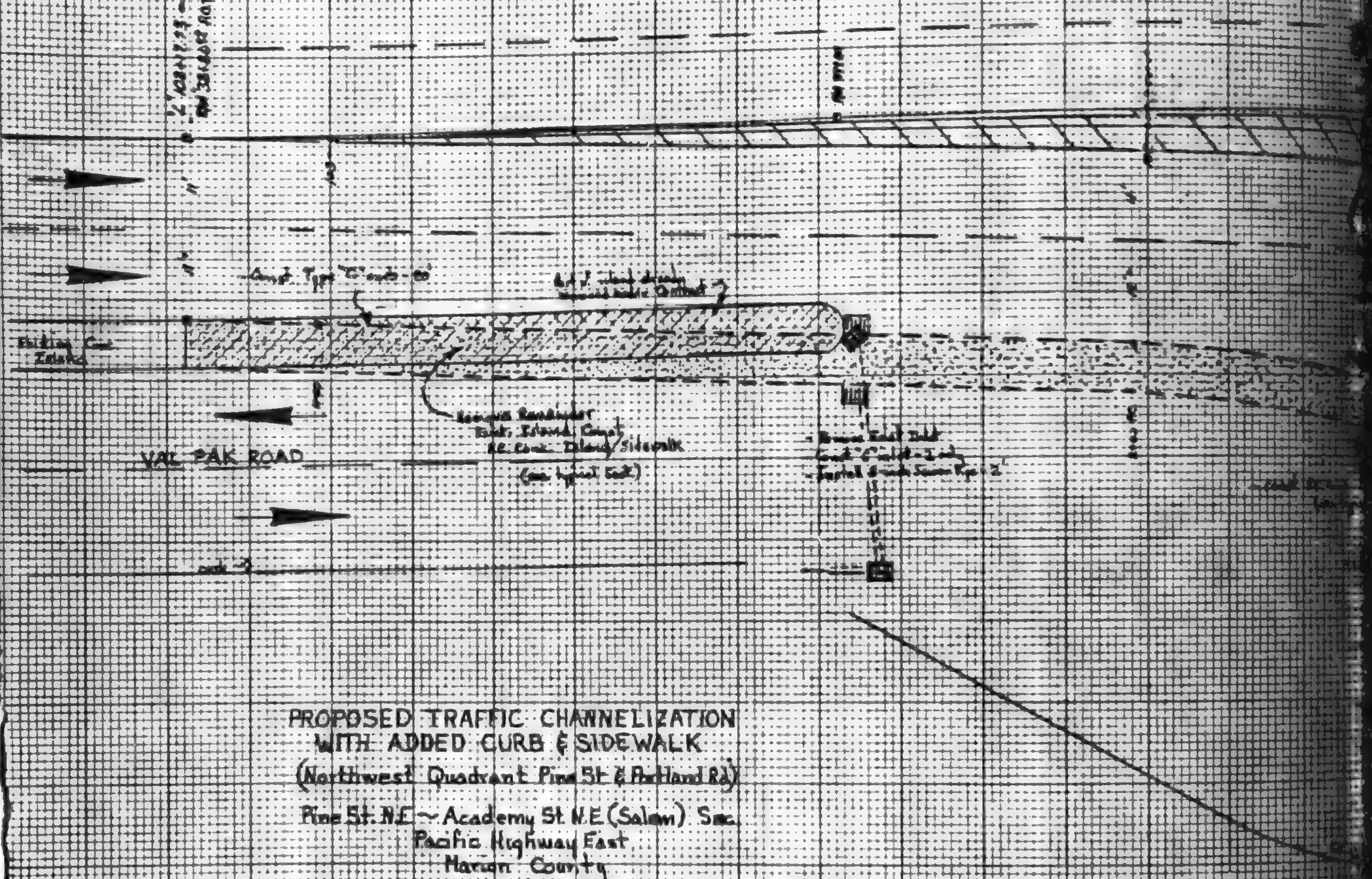
(Northwest Quadrant Pine St. & Portland Rd)

E: 1" = 10'

Pine St. N.E. ~ Academy St. N.E. (Salem) Sec.
Pacific Highway East
Marion County
Contract No. 8882

K.D. Wolfe, Res. Engr.

June 1979


Existing Conc. Island
Const. Type "C" curb
Remove Remainder Exist. Island Const. P.C. Conc. Island/Sidewalk
(see typical sect.)
VAL PAK ROAD

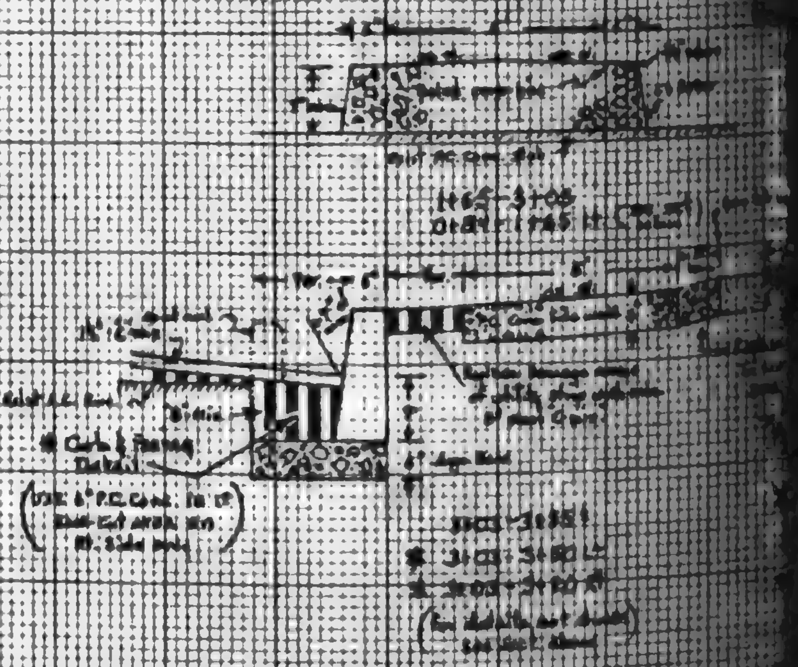
PROPOSED TRAFFIC CHANNELIZATION WITH ADDED CURB & SIDEWALK

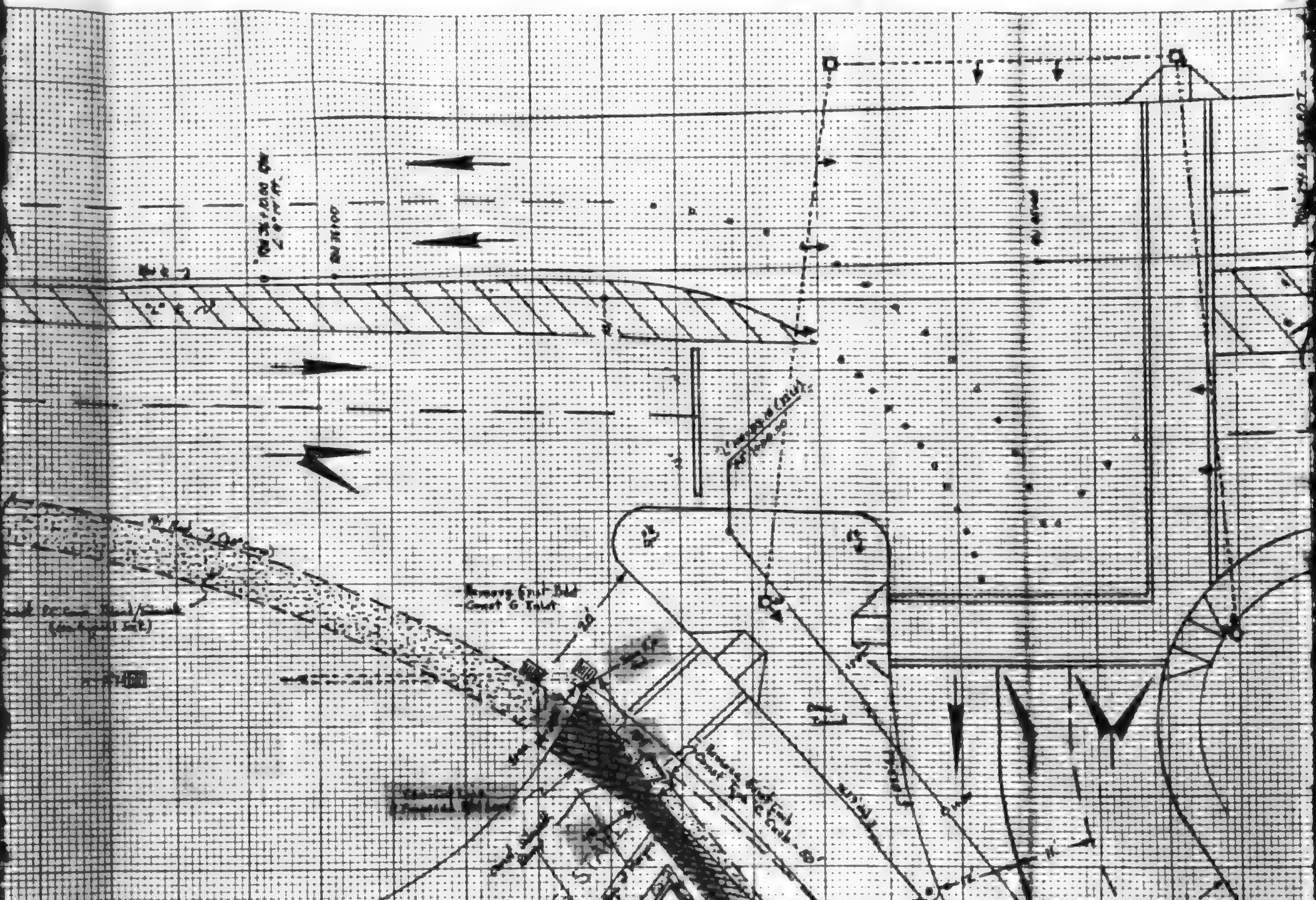
(Northwest Quadrant Pine St. & Portland Rd.)

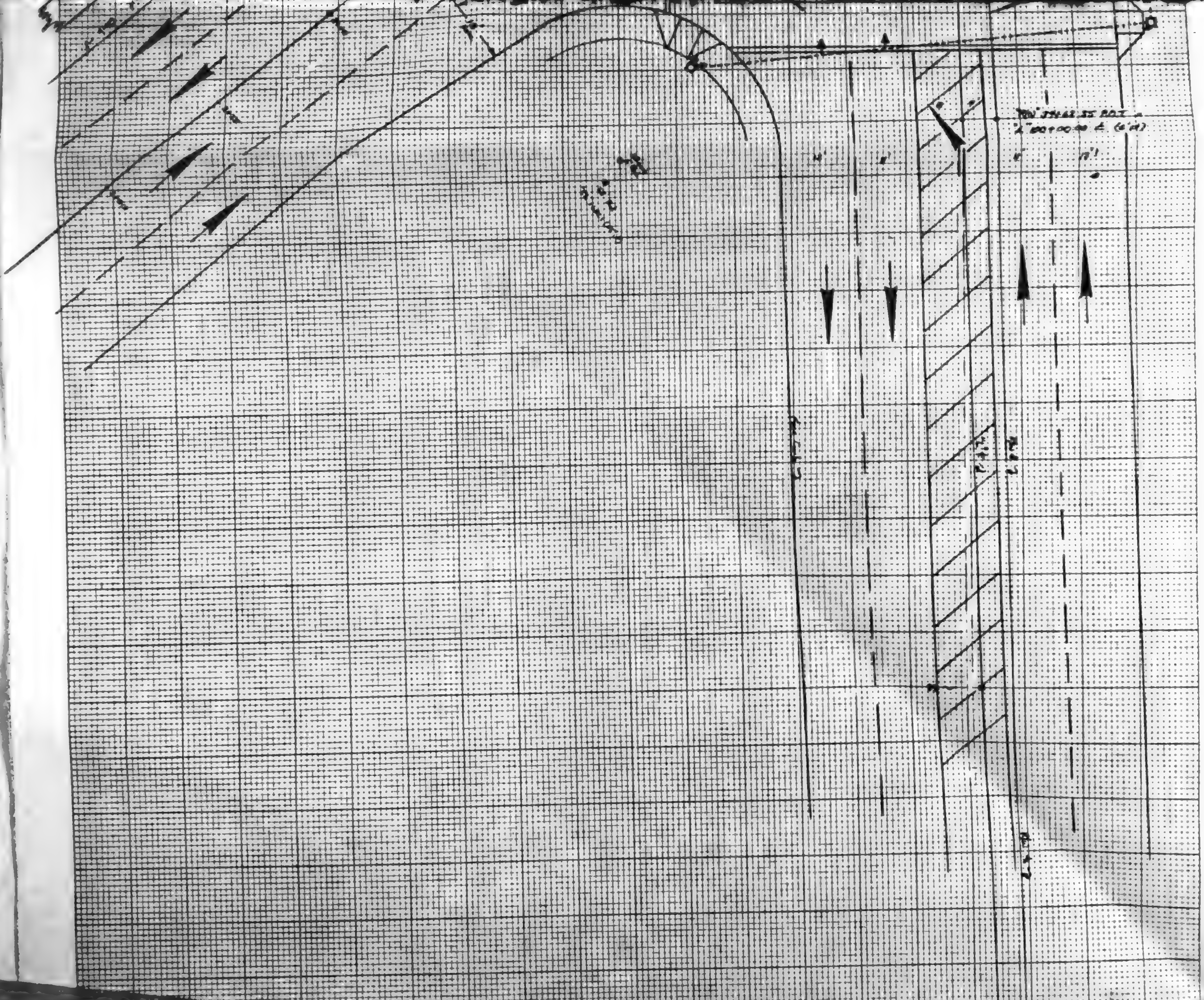
Pine St. N.E. ~ Academy St. N.E. (Salem) Sec.
Pacific Highway East
Marion County
Contract No. 8882

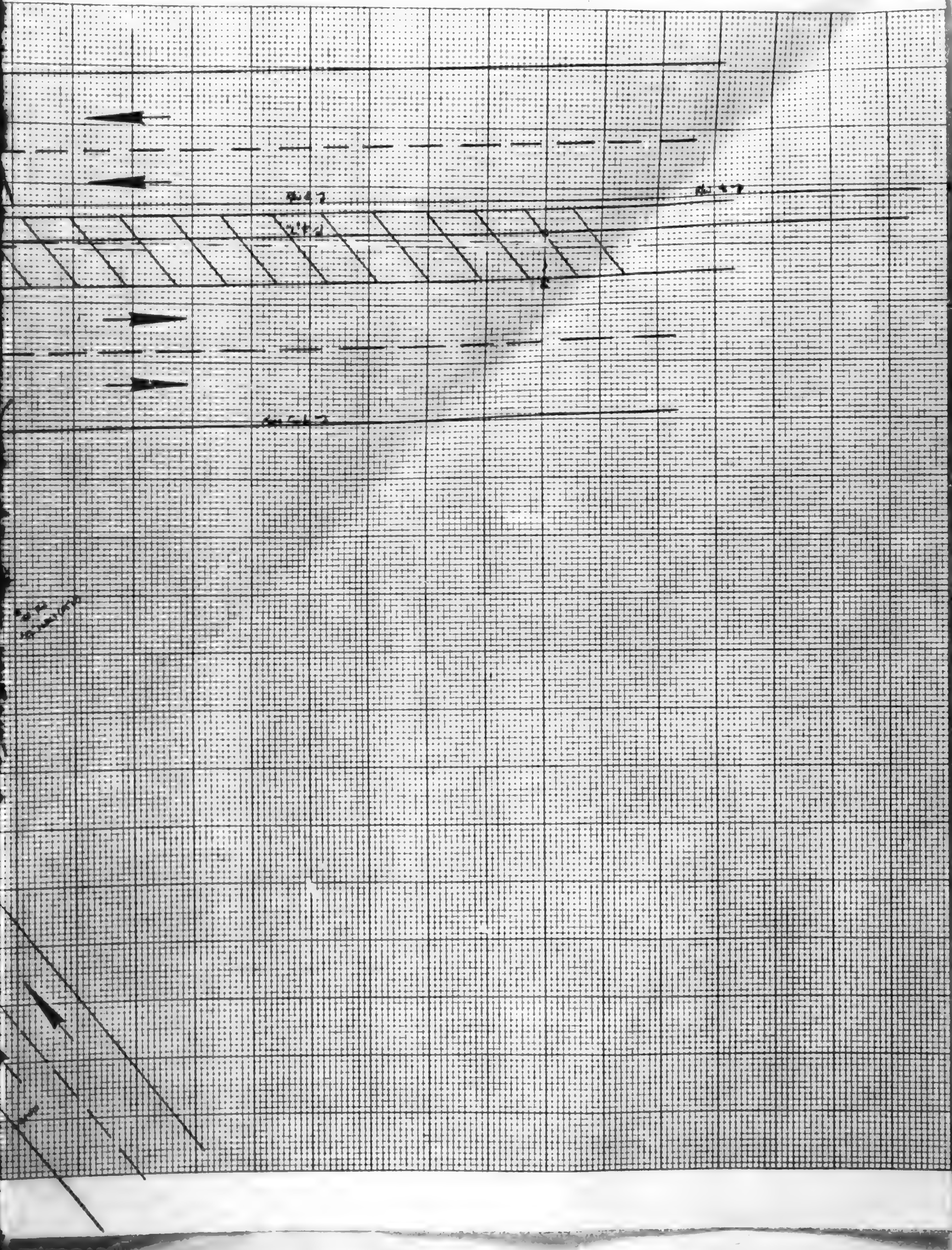
K.D. Wolfe, Res. Engr.　　June 1979

SCALE: 1"=


Curb & Paving Detail


General Notes:
- Sidewalk area: Broom surface transversely
- Curb areas: Surface finish to match curbs on remainder of project.
- See General Notes, Sht. - Dwg. No 2077, for further details.
PARKING STALLS


12'



Rt 47
Rt 47
Rt 47

#8882

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 24, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Pine Street-Academy Street
Pacific Highway East
North Portland Road
Marion County

NOTED
E. S. HUNTER

We have reviewed your proposal and discussed the action taken with Mr. Litchfield and concur with your proposal to close the access to Val-Pak Road from Portland Road.

We did consider this during the preparation of contract plans. At the time, indications from Right of Way staff were that we could incur a considerable amount of monetary damage from abutting owners by closing off the street. Assuming a legal decision will be made that there is no financial obligation to others, except for the small piece of property needed to build the curb, we should definitely proceed with your proposal.

DOC:ab
cc: M. S. Coulter
E. S. Hunter
L. E. George
Ken Wolfe
Rick Kuehn

RECEIVED
TECHNICAL SERVICES
MAY 24 '79
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

Pine St. - Academy St.
Pacific Hwy. East

5-2-79

Proposed closure of Val Pak Rd. Access -

Ken Wolfe says Chuck Fredrickson discussed this with Coulter apparently receiving a favorable response. Dave Weaver, Region Traffic Engineer, has contacted the City and also received a favorable verbal response. Dave has written the City a letter requesting action to close the access. I think this is supposed to be presented to the City Council.

Fred

5-21-79

In conversations with Fredrickson and Litchfield above has been confirmed. City Council tentatively approved and requested we have a legal determination made to see if we were in clear for possible damages caused by closing access (From other property owners; other access are available). Region said legal finding should be available today or tomorrow. If no problem Region is prepared to proceed based on Coulter's approval and City Council concurrence.

DOC

35/2

DEPARTMENT OF JUSTICE

Memorandum

TO: Jack L. Sollis
Assistant Attorney General & Counsel

DATE: May 23, 1979

APPROVED
JLS
Chief Counsel
Oregon Department of Transportation

FROM: Dale K. Hormann DKH
Law Clerk

SUBJECT: Restriction of Access on Highway 99; Intersection of Pine Street and Val Pak Road

This memo concerns the compensibility to certain property owners located along Val Pak Road for a possible indirect taking due to the construction of a curb which would close off the access from Val Pak Road directly to Pine Street and also to Highway 99. Val Pak Road is a frontage road, or service road, which was constructed in the late 1930's, parallel to Highway 99 when a railroad overcrossing was built to go over Highway 99. It was constructed so that the frontage road could provide access to the properties which were being cut off because of the construction of the overcrossing and the rebuilding of Highway 99. Currently, Val Pak Road and Highway 99 which are parallel to one another, and which run adjacent to one another, eventually merge at Pine Street which runs perpendicular to Val Pak and Highway 99. Automobiles are able to both enter and leave Val Pak Road from either Pine Street or Highway 99. The proposed curb construction would essentially make that end, the South end, of Val Pak Road a cul-de-sac.

The businesses located along Val Pak Road currently depend upon the access from Val Pak Road onto Highway 99 and Pine Street. They would, however, be able to use a different access if Val Pak Road were to be blocked off. Located approximately a tenth of a mile north of the intersection of Val Pak Road, Pine Street, and Highway 99 and running perpendicular to Val Pak and parallel to Pine Street is Hickory Street, formerly known as Gregson. From the intersection of Val Pak Road and Hickory it is approximately two-tenths of a mile to Brooks which runs parallel to Val Pak Road and connects with both Hickory and Pine Streets. From the Brooks-Hickory intersection it is less than one-tenth of a mile to Pine Street and then from Pine Street back to Highway 99 it is approximately one-tenth of a mile. Therefore, persons who are using the current Val Pak access onto Highway 99 would have to go from Val Pak to Hickory, west on Hickory, south on Brooks, and then back east on Pine to the intersection of Pine and Highway 99, the length of travel approximately four-tenths of a mile.

I have examined the right of way files concerning these various pieces of property which were purchased by the Highway Division when the railroad overcrossing was constructed and the service road was established. These various pieces of property became the land upon which the service road was eventually built. There is nothing in any of the deeds which makes it mandatory that the property owners have access either directly to Highway 99, or access to Highway 99 by way of the service road, i.e., Val Pak Road. There was some language in three of the right of way files which indicated that it was agreed that a new road way 24 feet in width and a sidewalk 4 feet in width would be laid upon the property which was being conveyed to the Highway Division. But there was nothing in the files which indicated that there had to be an access from Val Pak Road to either Pine Street or Highway 99.

As far as compensibility for the blocking off of the Val Pak access, the case of State Highway Commission v. Central Paving Co., 240 Or 71, 399 P2d 1019 (1965), is the most definitive. The court stated:

> "The cases are in disagreement as to whether a landowner can recover compensation for circuity of route resulting from the construction of a limited access highway. We adopt the view of those courts which deny recovery.
>
> Defendants' access to the property from the frontage road is the same as it was prior to the construction of the throughway. The construction of the throughway admittly creates an impediment in travelling between defendants' land and the new highway. That impediment consists only of the inconvenience of being forced to travel a longer distance than going to and from the throughway. The inconvenience resulting from traveling a more circuitous route is the same kind of inconvenience the general public suffers when there is a modification of certain traffic regulations on existing streets and highways. Thus, the public is forced to travel a more circuitous route upon the adoption of no-left-turn regulations or one-way-street restrictions. Defendants are not entitled to recover compensation for loss unless they can show that the type of loss is peculiar to those owning land as distinct from the loss suffered by the general public. This they are not able to do in the present case." Supra, at 74

The court distinguished State Highway Commission v. Burke, 200 Or 211, 265 P2d 783 (1954), in which compensation was allowed, by showing that in Burke a new highway was being constructed through the center of the owner's property, which made it necessary for the owner to take a circuitous route to get from one parcel to another. In Central Paving Co. and in the situation before us we are not bisecting anyone's property and making it impossible for them to get from one section to another. More recent cases have continued to cite Central Paving Co., and its distinguishing of Burke, as present authority in Oregon. See, e.g. State Highway Commission v. Hazapis, 3 Or App 287, 472 P2d 831 (1970); State Highway Commission v. Boothman, 22 Or App 584, 540 P2d 1020 (1975).

While it has been stated in many cases that proprietor's right to use the street in front of their premises as a means of ingress and egress is a property right, it should be able to be easily shown that what we have in this instance is not compensible. First of all, the actual ingress and egress of the various property owners and businesses to the street will remain exactly the same. Secondly, what we really have here is an exercise of the police power of the Department of Transportation. As stated in Burke, "in general, the regulation of highway traffic is within the police power." It was also stated in State Highway Commission v. Ralston, 226 Or 144, 359 P2d 529 (1961) that:

> "It is too well settled for argument that a property owner may not recover damages where the sovereign, in exercise of the police power, reroutes, increases, or decreases the flow of traffic on a public highway. The public regulation is not a taking." Supra, at 144.

It was also stated in Hickey v. Riley, 177 Or 321, 332, 162 P2d 371 (1944) and recited as authority in Oregon Investment Co. v. Schrunk, 242 Or 63, 408 P2d 89 (1965), that:

> "The rights of an abutting proprietors to access to their premises are subservient to the primary rights of the public to the free use of the streets for the purposes of travel incidential purposes."

What we have in the instant case is a very dangerous intersection which can be made much safer by the simple and inexpensive construction of a curb blocking off the end of a service road.

Another important case is State Highway Commission v. Hazapis, supra, in which the closure of a road because of the construction of an interchange left the road abutting condemnees' remaining property, including a building containing apartment and tavern-restaurant, as a cul-de-sac. As stated previously, the court cited Central Paving Co. for the rule that there can be no compensation for a road change which resulted in circuity of travel. The court also cites 2 Nichols Eminent Domain, Section 6.443 (3) for its statement that in "most cases, except where a special statute intervenes, courts do not allow recovery for creation of a cul-de-sac, at least where the taking is by public, rather than private authority."

Both in the Nichols cite and in the Hazapis case it is noted that if compensation is to be given upon the creation of a road or street into a cul-de-sac the proper channel for a remedy to the property owners is through the legislature. The court in Hazapis states that:

> "The owner of real property abutting upon a city street which becomes a cul-de-sac by reason of the action of the State Highway Commission may, under certain circumstances, recover damages. ORS 373.060. However, ORS Chapter 374, which provides for control of access to throughways outside of the corporated cities, contains no similar provisions. The legislature has thus indicated that it knows problems can exist when a cul-de-sac is created in front of property in a city and we assume that it has knowingly refrained from acting with regard to rural property. If the public policy is to be changed, it is appropriate for that change to be made by the legislature rather than the court." Supra, at 288.

Property owners might attempt to distinguish Hazapis from the present situation on a couple of points. First of all, it concerns rural property, and secondly, the creation of a cul-de-sac occurred because of the construction of a throughway.

ORS 373.050 and 373.060 do indicate that compensation must be paid in certain instances when streets are blocked off leading to the location of a highway through the corporate limits of a city. However, the clear indication in those statutes is that compensation is only required to the city when the closing is of a city street. Val Pak Road is, however, not a city street. It was created as a service road, or a frontage road, by the Highway Division on property purchased by the Highway Division. There is no indication that at any time was this service road changed into a city street, in which case ORS 373.050 and 373.060 would apply.

Another case which is of interest, and which possibly might cause some problems, is Douglas County v. Briggs, 34 Or App 409, 578 P2d 1261 (1978) where it was held that a landowner was entitled to compensation where a conversion of an abutting highway into a throughway left him access only to a secondary road at the rear of his property. This case was eventually affirmed by the Oregon Supreme Court, see slip opinion of April 29, 1979, however, both the Court of Appeals and the Supreme Court based their decision totally on the throughway statute of ORS Chapter 374, which does not apply here, since Highway 99 is not a throughway.

Since each of the property owners now situated on Val Pak Road will still have the same ingress and egress from their property onto Val Pak which they had before construction of any curb blocking off Val Pak from Highway 99, the main question of concern is circuity of travel. The April 1979 Research Results Digest of the National Cooperative Highway Research Program, page 9, states that "standing alone, increased distance is probably insufficient in most cases to establish a compensable loss of access." It goes on to say that "although the abutter may have a greater distance to travel following highway improvements or alterations, his right of access is one of being able to enter and leave the highway and have a reasonable connection to the system of public roads."

I will now cite several quotes from a section concerning cul-de-sacs in the Research Results Digest, page 16 through 18.

> "In cul-de-sac cases, it is the kind, not the degree, of impairment of access that is paramount in deciding whether there has been a taking or damaging in the constitutional sense."
>
> "Presumably, the closer to the point of closure the property is situated, the more likely that the property owner will be able to show that he has suffered special damages. Generally, the rule is that the abutting landowner is not entitled to compensation for obstruction of the abutting street unless there is proof of special damage; that is, the abutting property must suffer an impairment of access that is not merely greater in degree than other abutting properties but one that is different-in-kind."
>
> "In pleading his case, the abutting landowner must allege more than the fact that he is left on a cul-de-sac. Rather, he must specify how the property is used; the added distance, if any, which must be traveled to reach the general system of public streets or public highways; lack of available, reasonable, alternative routes to reach the general system of public streets or highways; and he must allege that the closing has substantially impaired his right of access."

> "The abutter whose road is closed in only one direction is usually unable to show special damage or substantial impairment of access, if he has reasonable ingress and egress in the other direction."

Several points about the specific setting of Val Pak and the other roads involved are important. The businesses which are farthest down Val Pak Road from the proposed curb include a manufacturer, Val Pak and Sons Protective Clothing; a warehouse, Motorcraft Warehouse Distributors; and a mini storage business, Northgate Mini-Storage. These businesses will suffer very little damage from the proposed closing of Val Pak Road. Important first of all is the distance from the proposed curb, then the type of businesses in which they are involved, and finally, the persons going to and from these businesses on Val Pak have to pass by Hickory Street in any event. There are several businesses located within the same building directly on the corner of Pine, Val Pak and Highway 99. If Val Pak were closed at that point, the businesses located in this building, McHales Plumbing and McCurry Construction could go around the building to have direct access to Pine. The two businesses which appear to have the most to lose are Ben Hindman Rentals and Allen & Palke Cabinet and Fixture Shop. These businesses are located between Hickory Street and the intersection. Patrons of these businesses would be forced to come and go by way of Pine, Brooks and Hickory Streets which would result in approximately four-tenths of a mile greater distance than is now used by taking Val Pak onto either Pine or Highway 99. While it is possible that these businesses might suffer because of the construction of the curb blocking Val Pak Road, it is doubtful, in the light of the discussion above concerning cul-de-sacs and circuity of travel that a court would award them any compensation for the closing. This would be a prime example of the Department of Transportation using its police power to regulate traffic travel. See Burke, supra, at 230. Also, a point which may weigh heavily in the courts' mind is that there is no current taking of any property in this instance. It appears that as a general rule, the courts are less likely to award compensation when there is a mere rerouting of traffic with no actual taking of property by the state.

In conclusion, we will probably hear complaints about the closing from the various businesses, however, it is doubtful that any compensation would be awarded by the court because of the closing of Val Pak Road.

DKH:sjb

2882

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

5-1-79

FEDERAL AID PROJECT NO. HHS-176(24)

STAT JECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. HHS-69

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 9 -'79
REFER TO [illegible]
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

5-9 [illegible]

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 5-1-79	FEDERAL ROUTE NUMBER Primary 3 STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:
Pine Street - Academy Street Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979 I approve the revised preliminary engineering costs to a TEC of $88,550 - with Federal participation limited to $78,490.

No preliminary engineering charges are eligible after February 27, 1979 which is date of award of contract for the construction phase of this project.

DATE 5-1-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8882 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-26(11)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM NO.

ITEM NO. 80045

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO
FOR

Info	Inves	R/D	D.R	ign	Act	File

5-9

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-30-79

FEDERAL ROUTE NUMBER Primary 26

STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:
Pine St.-Academy St. (Salem) Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 26, 1979 you are authorized to proceed with the actual acquisition of File 50556 as shown on Right of Way Map 9B-14-26 at a TEC of $7,000 - Federal Funds $6,300. Federal participation is limited to that right of way actually incorporated into the final location.

DATE 4-30-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1036

April 27, 1979
Salem, Oregon

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Pine St.-Academy St.
Pacific Hwy E
North Portland Road

TO: Hal Versteeg
ROAD DESIGN ENGINEER

Implementation of the construction plans for the subject project at the intersection of Pine Street with North Portland Road presented some operations problems for long wheel base trucks. Trucks negotiating the new design turning movement from the north to the west had difficulty. Modifications to the new island or to the existing curb were either ineffective in reducing the problem or involved acquisition of right of way.

An overall view of both the problem and the area indicate a solution could be to close off Val-Pak Road and curb entirely around the northwest quadrant of the intersection. This would provide a visual reference for the truck driver as well as removing the possibility of going into and out of Val-Pak Road from Portland Road. This movement has been the subject of concern for safety reasons for some time. A small portion of right of way would have to be obtained. An alternate route is available to those businesses in the intersection through going one block westerly on Pine Street, turning to the north, and then turning again easterly to Val-Pak Road. This office is of the opinion that the safety features obtained by construction with this modification would by far out-weigh any inconvenience or expense incurred.

It is the recommendation of this office that appropriate steps be taken to construct this modification and to obtain the necessary right of way.

DRW:COF/rgl
cc: ~~H. S. Coulter~~
L. E. George
Ken Wolfe
Rick Kuehn

RECEIVED
STATE HWY ENGR
APR 30 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H. S. COULTER

8882

FORM 81-734-3030

FILE: 24-1036

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 10, 1979
Salem, Oregon

FROM: T. W. Litchfield
REGION II CONSTRUCTION ENGINEER

TO: Al Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Additional Right of Way
Pine St. - Academy St.
Pacific Hwy East
Marion County
Contract No. 8882

Attached you will find Mr. K. D. Wolfe's letter dated March 30, 1979 along with a one inch = 20 feet and a one inch = 10 feet drawing showing an additional parcel of right of way required at the intersection of Pine Street and North Portland Road.

Please prepare a description of this property and send it to the Right of Way Section for acquisition.

By copy of this letter, I am asking Mr. Jim Dixon to attempt to obtain a permit of entry so that work in this area may proceed without delay.

Your prompt attention to this matter will be very much appreciated.

TWL/rgl
cc: J. B. Boyd
Jim Dixon w/attch.

4-13-79
Region recommends purchase per telephone call with Litchfield.
Ted will forward a copy of Wolfes letter which was not attached to this package.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
I Wakerlig

RECEIVED
APR 13 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9882

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 13, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 22, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 22 on the following projects:

1. Walluski River Bridge
   Nehalem Highway, Clackamas County
   Structure.

   Grading and paving incidental to structure requirement.
   Four foot shoulders provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Rogue Valley Hwy. at Charlotte Ann Rd.
   Rogue Valley Hwy., Jackson County

   Grading and paving.
   Left turn refuge. Three foot shoulders provided.

   Same as No. 1

3. Rogue Valley Hwy at Pine St.
   Rogue Valley Hwy, Jackson County

   Paving and Signals.
   Paving incidental to traffic signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Brogan Hill-Brogan
   John Day Hwy., Malheur County

   Grading and paving.
   Four foot shoulders provided.

   Same as No. 1

F I L E

5. Lancaster Dr. at Hayesville Dr. N.E.
City Streets, Marion County

Traffic Signals.

Same as No. 3

6. Pine St. N.E. - Academy St. N.E.
Pacific Hwy. East, Marion County

Grading, paving and signals.
Six foot sidewalks with curb custs provided for bicycle and pedestrian traffic.

7. S.E. Morrison Bridge Ramp
Pacific Hwy. East, Multnomah County

Grading, paving, and signals.
Channelization. Project alters traffic patterns.
Existing sidewalks to remain or replaced in kind.
Curb cuts to be installed for bicycle and pedestrian traffic.

8. S.E. 142nd Ave. Bridge
City Street, Multnomah County

Structures.
Deck replacement.

Same as No. 3

9. Power Line - China Hollow Cr. Rd.
County Road, Sherman County

Grading and oiling.
Ten foot lanes with 2-foot oil and 2-foot gravel shoulders.

Same as No. 1

10. Pendleton-McKay Reservoir
John Day Highway, Umatilla County

Paving.
Overlay and widening. The 5 to 6-foot shoulders on this project will be striped and signed as bike lanes.

11. Cornelius Signal Project
City Streets, Washington County

Traffic Signals.

Same as No. 3.

DES:lt
cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
G. Bell
D. Harwell

8882

8

ROW 18-4

NOTED
E. S. HUNT

February 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Facilities Adjustment
Department of Public Works
City of Salem
Pine St.-Academy St. (Salem) Section
Pacific Highway East
Marion County
Project No. HHS-26(14)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Salem's water facilities, dated November 3, 1978.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City of Salem is responsible for the relocation of utilities. The City Water Department was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing the City to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves several crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,678.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
FEB 9'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DES/seb
Enclosure
cc: Ralph Lambert,
City of Salem Project Engineer
E. S. Hunter
Jack M. Cartwright
Don Bedford

8882

February 2, 1979

City of Salem
City Hall
Salem, OR   97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6733

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Pine Street-Academy Street Section of the Pacific Highway East, No. 1E.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: G. W. Wimer (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

1E

TO: MEMO TO FILES

DATE: January 23, 1979

Art ✓
Tom ✓

FROM: D. N. Harwell
County-City Coordinator

SUBJECT: 17th Street @ Tile Road Detour Route
N.E. Pine Street-N.E. Academy Street Section
Pacific Highway East (Oregon 99E)
City of Salem

On December 11, a meeting was held by State and City Officials to discuss, review, and evaluate the necessary details to be considered to bring the subject project to contract in early 1979.

On December 21, a meeting with State Fair Manager, Ron Ingberg, was held and by his signature (see letter of January 2), authority given to utilize 17th Street as a detour during construction, with elimination of parking.

January 18 and again January 22 and 23, in discussion with Lou Garrison, City of Salem Traffic Section, it was his position that "parking" shall not be eliminated on Tile Road during construction. He feels that existing width (38' to 42') can adequately handle two travel lanes with parking (presently in use now). Width of Tile Road, traffic volumes as projected, and problems incurred during the interim use, may have to be reviewed and appropriate changes considered if not adequate or unable to handle increased detour traffic.

No further action desired by City, at this time. We should proceed with contract. City does not feel we need any permits, letters, or anything further.

DNH:pf
Attachments

cc: J. H. Versteeg
C. O. Fredrickson
L. E. George
Doug VanDyke (Salem)
Attn: L. Garrison

1 Versteeg ✓
2 Christensen DOC
___ George
___ Olson
___ Terpin
3 Sullivan
___ Scott
___ Anderson

RECEIVED
JAN 24 1979
ENGINEERING SECTION

___ Trout ___
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Bring Up ___/___/___
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REFERRED TO
___ Beard ___ Stoudenmeyer ___
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✓ Eriksen F.E. ___ Watson ___
___ Hager ___ Dorn ___ Lee ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

125-1387

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 2, 1979

Mr. Ron Ingberg
Manager
Oregon State Fair
2330 17th Street N.E.
Salem, Oregon 97310

RE: 17th Ave. & Tile Rd. Detour Route
N.E. Pine St.-N.E. Academy St. Sec.
Pacific Highway East
Marion County

Dear Mr. Ingberg:

The detour plan presented to you by Fred Eriksen and myself in your office, December 21, 1978, is documented as follows:

The State Highway Division intends to let a contract February 22, 1979 for widening and other improvements on Pacific Highway East (Portland Road) from N.E. Pine Street to N.E. Academy Street.

The high traffic volume (27,600 vehicles daily) makes it necessary to detour some of this traffic to other streets so construction work can be accomplished.

Silverton Road traffic will be detoured on 17th Avenue and Tile Road as shown on the attached sketch. It is anticipated this detour will be in use about 90 days (tentatively between March and June) and for a period of about 2 weeks in July or early August. To eliminate possible congestion from parking manuevers, parking will have to be prohibited along the detour route (17th Street and Tile Road). Completion of the roadwork on this project is tentatively set for August 5, 1979.

PROJECT [illegible]
LCE
FA
JAN 10 1979
File: FM FA
LG

It was indicated that the main concern with traffic on 17th Avenue was during the State Fair. To be certain, there will be no traffic conflicts during the State Fair, our specifications will include provisions to eliminate that possibility.

Very truly yours,

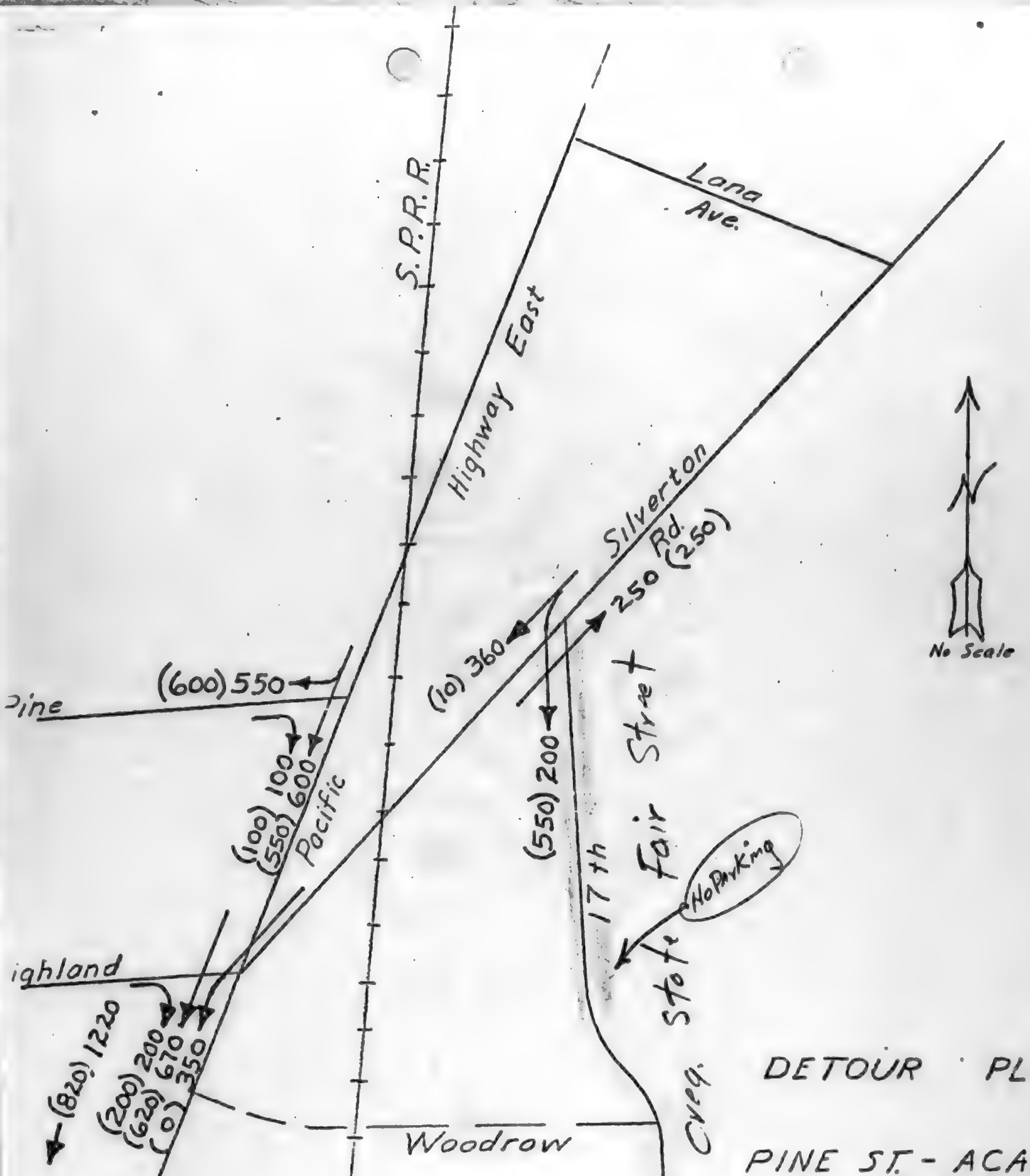
Don Harwell
County-City Coordinator

DH:pf
Attachment

cc: Fred Eriksen
Jack Sullivan
C. O. Fredrickson

If you approve of the foregoing, please indicate by your signature in the appropriate space below and return a copy to this office.

Approved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City of Salem Street
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(30) 30
(810) 1180
(390) 40
Tile
N
No Scale

DETOUR PLAN

PINE ST. - ACADEMY SECT.
Pac. Hwy East
Salem

7-8 AM Peak Hour Volun

XXX = Existing
(XXX) = With 17th - Tile Detour

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

(503) 229-6086

~~Cathy~~
~~Tokos~~
~~Ens~~
-file
1E

copy: Trout.
Mochring

January 19, 1979

Oregon Department of Transportation
Attn: Gary A. Potter
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Pine Street - Academy Street
Oregon State Route 99E
AQ Highway File No. 24-6023
Indirect Source Construction Permit
Date of Issuance, January 19, 1979

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above referenced indirect source. It is understood that the proposed facility is to be located at Pacific Highway East between Pine Street and Academy Street, Salem, Oregon.

The proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit, you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

RECEIVED
JAN 24 1979
ENGINEERING SECTION

___ Versteeg ___
Copy Christensen ___
___ George ___
___ Olsen ___
___ Terpin ___
Copy Sullivan ___
___ Scott ___
___ Andersen ___

1 Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
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HWH:h
Enclosure
cc: Marion County Planning Agency
Willamette Valley Regional Office
Richard Knowles, Mid-Willamette Valley COG

8882

9

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

January 15, 1979

Mr. Phillip Stearns
Region 2 Federal/Aid Engineer
Oregon State Highway Division
East Salem Highway Bldg.
Salem, Oregon 97310

RE: Agreement No. 6733, Portland Road, Pine to Academy

Dear Mr. Stearns:

Enclosed are three signed agreements and certified copies of Resolution 78-385 approving the widening and signal upgrading of the Pine-Academy section of Pacific Highway East.

Sincerely,

A. Van Dyke
S. DOUGLAS VAN DYKE
Traffic Administrator

LHG:bg
Attachments

cc: Lou McNicoll, Director, P.W.
E. A. Sigurdson, Acting City Engr.

PROJECT MANAGEMENT
OM ☐
CPL ☐
[illegible] 1[illegible] 79
File: PM FA
Holmes [✓ LO] OP

--AN EQUAL OPPORTUNITY EMPLOYER--

1E

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: FILE

DATE: January 9, 1979

FROM: Ron Wolfe
Project Analysis Engineer

SUBJECT: Construction Detour Routing
Pine St. - Academy Street Sec.
Pacific Hwy. East, Salem

The project anaylsis unit has calculated the additional vehicle hour and vehicle mile costs associated with implementing the Detour Routing. Copies of that data were given to Jack Sullivan, Specifications Engineer. These additional costs were approximately $650.00 a day.

Peak hour traffic assignments based on diversion to the detour were made and an analysis of intersection operation at Fairgrounds and Academy was completed. Based on this apparent detour diversion of traffic, the Fairgrounds and Academy intersection would require removal of parking and restriping for two lanes on the east approach. Also the green time allocated to Academy would have to be increased by approximately 8%. Bill Zirbes, Signal Engineer has been informed of these requirements and has indicated that the re-allocation of green time can be accomplished with the existing two-phase controller. An adequate level of service can be maintained during the detour period with these revisions. A copy of the Fairgrounds - Academy intersection with existing and required lane configurations is attached.

cc: J. H. Versteeg ✓
C. O. Fredrickson
W. Zirbes

1 Versteeg ✓
2 Christensen
George
Olsen
Terpin
3 Sullivan
Scott
Anderson

RECEIVED
JAN 1 1 1979
ENGINEERING SECTION

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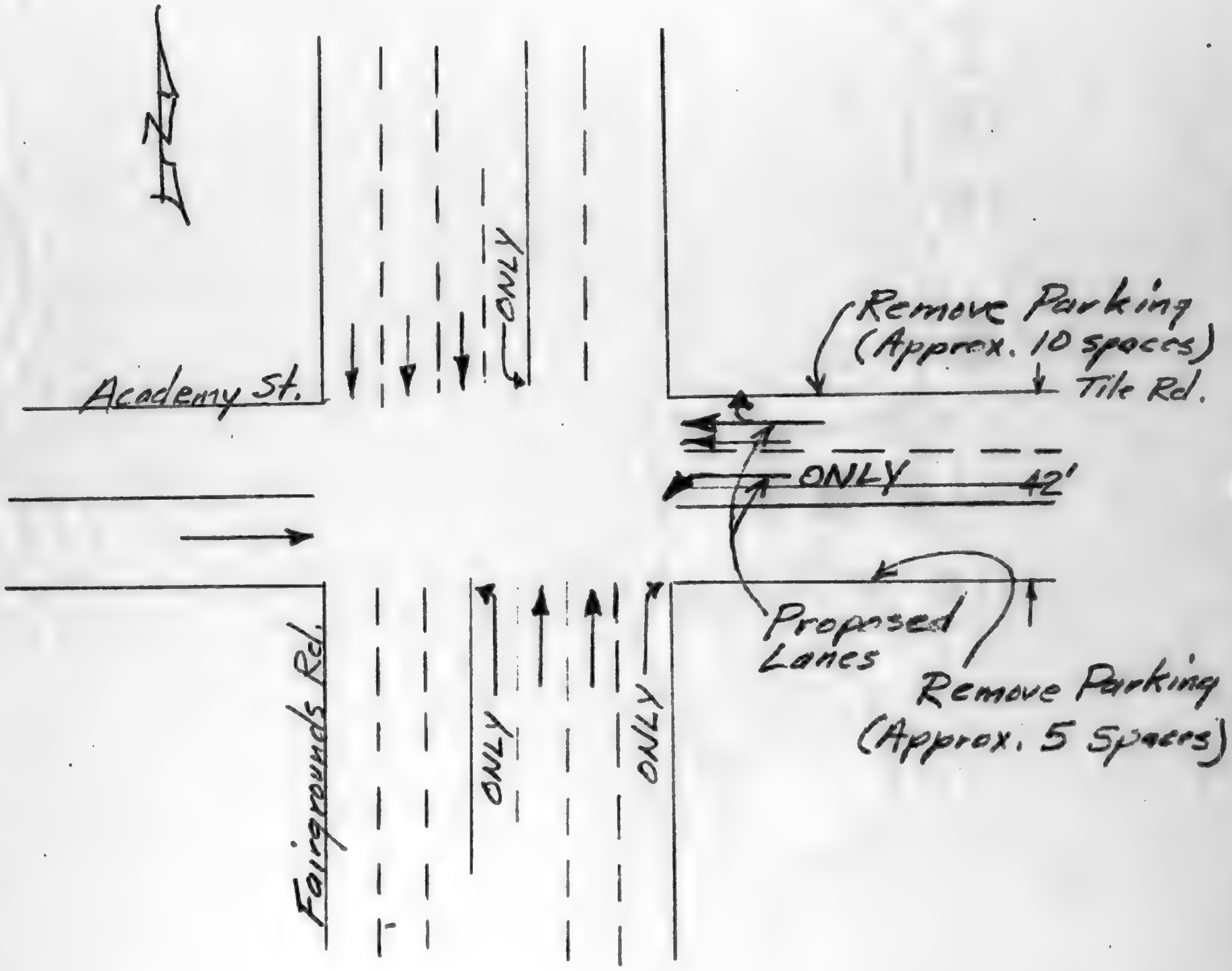
N
ONLY
Remove Parking
(Approx. 10 spaces)
Academy St.
Tile Rd.
ONLY
42'
Proposed Lanes
Remove Parking
(Approx. 5 Spaces)
Fairgrounds Rd.
ONLY
ONLY

Fairgrounds @ Academy
(Tile Rd.)

Pine St. - Academy St. Sec.
Pac. Hwy. East, Salem
Jan. 1979
- No Scale -

1E

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 2, 1979

Mr. Ron Ingberg
Manager
Oregon State Fair
2330 17th Street N.E.
Salem, Oregon 97310

RE: 17th Ave. & Tile Rd. Detour Route
N.E. Pine St.-N.E. Academy St. Sec.
Pacific Highway East
Marion County

Dear Mr. Ingberg:

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REFERRED TO

Beard ____ Stoudenmeyer ____
Cole ____ Sample ____
✓ Eriksen F.E. ____ Watson ____
Hager ____ Dorn ____ Leu ____
Return [✓ Discuss] Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen
George
Olson
Terpin
Jh copy Sullivan
Scott
Anderson

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JAN 0 3 1979
ENGINEERING SECTION

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It was indicated that the main concern with traffic on 17th Avenue was during the State Fair. To be certain, there will be no traffic conflicts during the State Fair, our specifications will include provisions to eliminate that possibility.

Very truly yours,

Don Harw

Don Harwell
County-City Coordinator

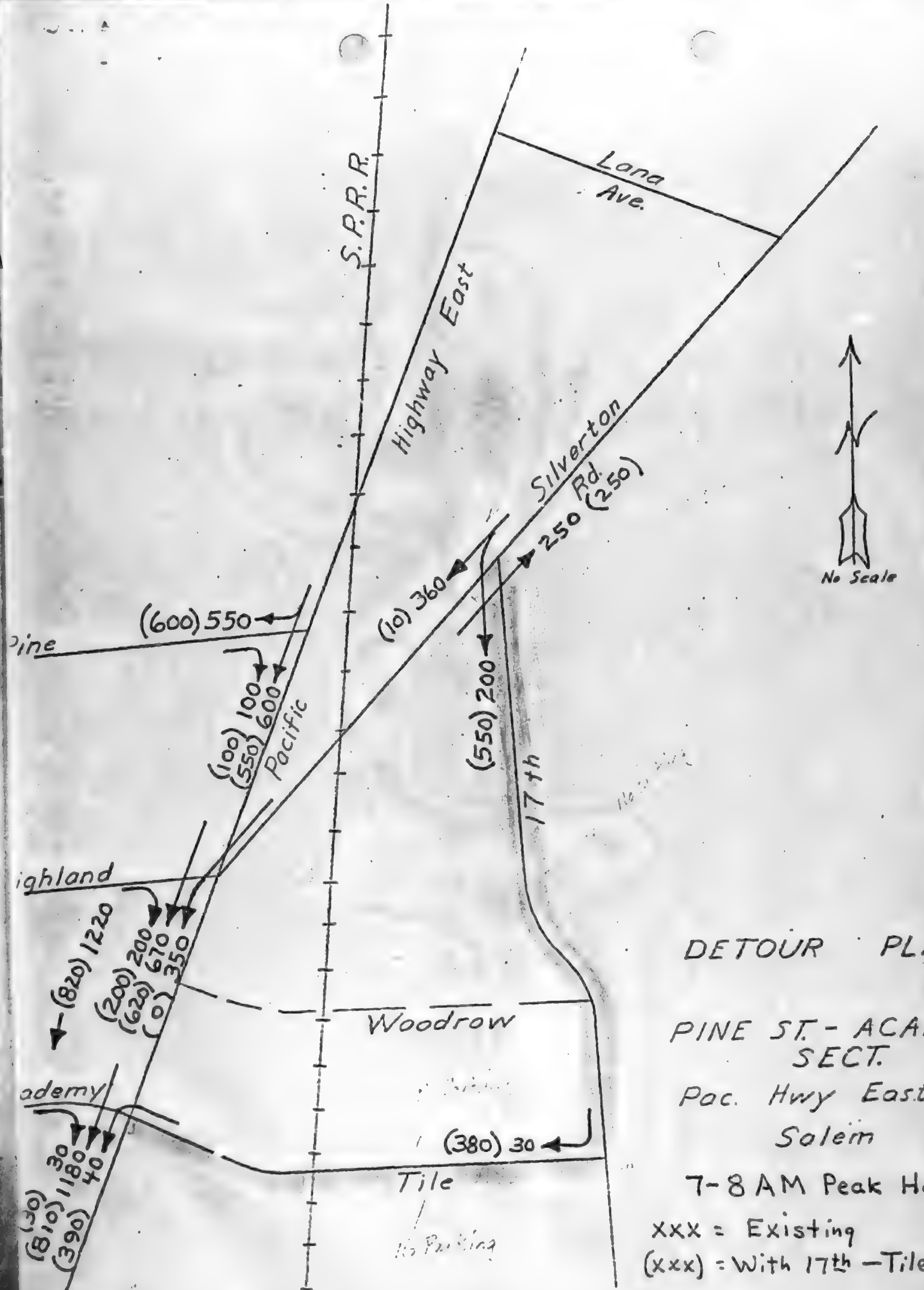
DH:pf
Attachment

cc: Fred Eriksen
Jack Sullivan
C. O. Fredrickson

Fred
don't you think we need a similar letter for City of Salem?
DonH.

If you approve of the foregoing, please indicate by your signature in the appropriate space below and return a copy to this office.

______________________ Approved



S.P.R.R.
Lana Ave.
Highway East
Pacific
Silverton Rd.
(250)
250
(10) 360
(550) 200
17th
(600) 550
Pine
(100) 100
(550) 600
ighland
(820) 1220
(200) 200
(620) 670
(0) 350
Woodrow
ademy
30
1180
40
(30)
(810)
(390)
(380) 30
Tile
No Parking
No Scale

DETOUR PLAN

PINE ST. - ACADEMY SECT.
Pac. Hwy East
Salem

7-8 AM Peak Hour Volum

XXX = Existing
(XXX) = With 17th - Tile Detour

2-11-78

1E

1 Versteeg
Christensen
George
2 Olson
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Sullivan
Scott
Anderson

RECEIVED
DEC 28 1978
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Return To
Bring Up / /
Action

December 27, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Attention: W. H. Kappus

Gentlemen:

Re: Pine Street-Academy Street (Salem)
Pacific Highway East
Marion County

The subject High Hazard Safety funded project entails widening, surfacing and installation of signals on a 0.7 mile section of Pacific Highway East between Pine Street and Academy Street.

The section will provide for the following 60 foot curbed section:

2 @ 13 ft. curb lanes
2 @ 11 ft. inside lanes
12 ft. continuous 2-way Left Turn Lane

This section of highway carries an ADT of approximately 27,600. The addition of the proposed improvements should greatly improve the flow of traffic, lessen congestion, and reduce accidents.

During the recent plans-in-hand review of this project, two areas of concern were raised with the design: (1) the right turn provision at Silverton Road for vehicles wanting to turn right from Silverton Road and travel northbound on Pacific Highway East; and, (2) the access condition to ValPack Road at the intersection of Pine and Pacific Highway East.

These two areas were discussed in detail by City and State engineers during the design phase and were again reviewed in detail with Mr. Kappus by Duane Hoffstetter, Fred Eriksen, Glen Clark, and myself on Monday, December 18, 1978.

The following is provided as documentation for the design at these two locations.

Right Turn Provision From Silverton Road to Pacific Highway East:

The proposed design at the location provides for a 20 ft. curbed section on a 26 ft. inside radius through approximately a 150° turn. This provides for the same turning movement and radius that presently exists at this location. This design does not meet AASHTO standards and is not adequate for large trucks. It was purposely designed in this manner to discourage truck movements. It is adequate for passenger and light truck vehicles.

Trucks in the area of Silverton Road and Pacific Highway East have alternative routes available to go to the north and presently utilize them. To provide a turning radius adequate for negotiation by the largest trucks would result in the need to purchase a considerable amount of expensive business right-of-way from a trailer display sales lot. The shortage of HHS funds and the resulting reduction of cost-benefit ratio if this were done would put the project in jeopardy. It is, therefore, recommended that the design as detailed be constructed.

ValPack Road Access at Pine Street Intersection:

The concern raised at the Pine Street Intersection is the access to and from ValPack Road from Pacific Highway East. It would appear to be a hazardous condition. A review of the traffic accident history at the Pine Street Intersection (a copy attached) does not identify Val Pack Road as being a problem. The accidents at this intersection are as a result of turning movements from Pacific Highway East to Pine Street or rear-enders due to the signalized stop. The proposed addition of a left turn storage area for northbound traffic at this interchange speaks to this problem.

It is not proposed to change the present access to ValPack Road on this project. Any significant change at ValPack Road, which would probably be curbing it off and only allowing access out and to Pine Street going west, would result in a need to purchase access from several businesses, a reduction in parking at these businesses and quite possibly the purchase of these businesses as a result of damages incurred due to the restriction of traffic flow. It is estimated that right-of-way damage costs could be as high as $50,000.

Based on the lack of significant identifiable problems at this time, a high right-of-way cost to make a significant change, a delay of at least a year to purchase right-of-way, the resulting increase in total cost of the project due to inflation if this occured, the shortage of HHS funds, and a resulting lowering of cost-benefit ratio which would put the project in jeopardy it is recommended that the present condition not be changed at this time.

This project is presently proposed for the February 22, 1979, bid letting at an estimated cost of $366,000.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
C. O. Fredrickson
C. T. Keasey
L. E. George
F. Eriksen

1E

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: MEMO TO FILE

DATE: December 12, 1978

FROM: Glen L. Clark
Investigation and Research Engineer

SUBJECT: Construction Detour Routing
Pine Street - Academy Street Section
Pacific Highway East, Salem

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
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DEC 15 1978
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A meeting was called by the Final Design Section to consider the subject project in regard to construction detouring options. The meeting was held in the small Conference Room at 10:00 a.m., December 11, 1978. Design, Traffic, Region and the City of Salem were represented.

The meeting resulted in selecting a mandatory detour of westbound Silverton Road traffic via 17th Street - Tile Road to ORE99. This detour would last 3 months during construction of additional width on the west side of the project. Four lanes could be accommodated during the balance of construction (two more months) on the newly widened portion and a portion of the old pavement. No restriction to the contractors' hours was anticipated.

The railroad grade crossing on the detour route was discussed, and it was agreed that PUC and Traffic had no difficulty with the existing flasher as a warning device on the detour route.

17th Street seems to be a facility of the State Fair Board. Permission will have to be obtained to route the detour in this manner. The construction must be past phase "A" (widening on west side) prior to Fair time.

New city volume data was said to be available. By a copy of this memo, I am asking Mr. Hanks to check the a.m. peak hours again in light of newer data.

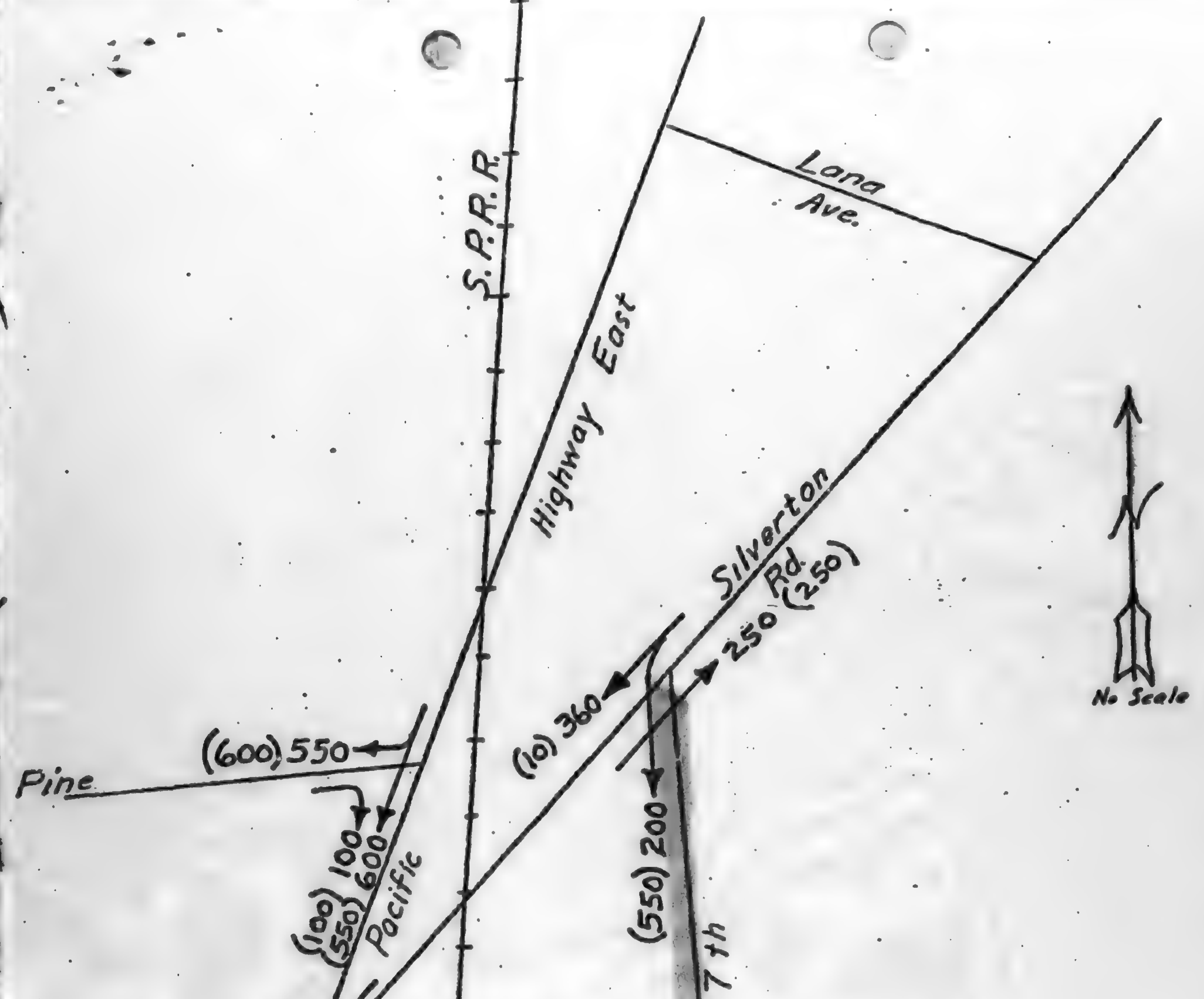
The signal at ORE99 and Tile Road will have to be revised to handle two lanes of traffic approaching ORE99. It is suggested that a two phase fully actuated signal be provided for this detour. Parking prohibition on Tile Road will be necessary. City was advised. By a copy of this memo, Mr. Zirbes is asked to study and provide a cost estimate for this signal revision.

The Fairground Road and ORE99 signal timing could be revised during the phase "A" period, as no traffic would be allowed on the Silverton Road approach. This additional time could be added to the Highway phase.

All in attendance agreed on this detour concept if the signing, barricading, signal revisions, parking prohibition, use of 17th Street, etc. could be worked out.

GLC:mac
cc: J. H. Versteeg ✓
C. O. Fredrickson
J. Hanks
W. Zirbes

81-123-1387


S.P.R.R.
Highway East
Pacific
Lana Ave.
Silverton Rd
17th
Pine
Highland
Woodrow
Academy
Tile
N
No Scale
(600) 550
(100) 100
(550) 600
(10) 360
250 (250)
(550) 200
(820) 1220
(200) 200
(620) 670
(0) 350
(30) 30
(810) 1180
(390) 40
(380) 30

DETOUR PLAN

PINE ST. - ACADEMY S SECT.
Pac. Hwy East
Salem

7-8 AM Peak Hour Volume
XXX = Existing
(XXX) = With 17th -Tile Detour
▬ Detour Route

12-11-78

1E

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 5, 1978

FILE:

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Pine St. N.E.-Academy St. N.E.
(Salem) Section
Pacific Highway East
Marion County

TO: MEMO TO THE FILE

Preliminary plans for the project were reviewed in a meeting at the Region 2 office on November 28, 1978. Following the office review we went over the project.

The following items were discussed.

1. The alternate curb bedding detail will be incorporated into the typical sections, instead of being shown separately. Ken Wolfe mentioned problems he had had with this item on some projects due to the contractor over excavating back of curbs. Since we have aggregate base in the typical the overrun will not be significant on this job.

ok DW

✓ 2. The Base design is current and has recently been reviewed with the Soils Unit.

✓ 3. It was suggested a bond breaker might be appropriate for the concrete caps protecting pipe in shallow cover conditions. We will check with the Structures Section.

4. Inlet grates will be revised. Existing inlets will be modified according to the drawing on the plans. New inlets will use our latest design (standard).

ok Done ✓

Prelim striping plan to Region 12/7/78 ✓

5. The Region requested a striping plan be included in the contract plans. We will try to have one made.

Don't agree Hal

6. Ken Wolfe, Resident Engineer on the project, requested we allow 2" extra base rock thickness so he will not have to watch the fine grading so closely. The work will of necessity be done as quickly as possible and a little latitude here would help.

Have Beard review Question need for field check. Done

7. Region was critical of the temporary protection plan. It was thought there were too many signs - would like to eliminate the "Trucks" sign. Recommended the plan be field checked.

ok Done

8. It was requested we include the "Manhole Adjusting Detail" used on the Goldfish Farm project and require the adjustment after paving.

9. Some revisions to the drainage were proposed to make the stage construction simpler. Move manholes at Stations 92+70 and 93+10 to the west. We will review the drainage to see if this can be done. ✓

MEMO TO THE FILE
Fred Eriksen
December 5, 1978
Page 2

10. It was requested that we check the turning radius from Silverton Road to Pacific Highway East northbound around the 26' curb radius. The Traffic Section advises me the turning radius is adequate and has City approval. ✓

✓ 11. We will add paving limits on all the side streets.

12. It was requested we use 3" PVC pipe for roof drains under walks and through curbs. We will allow the walk width and one length per property for quantities. ok

13. I was asked to discuss with Traffic the possibility of allowing only one lane of southbound traffic through the project during the construction on the west side. The other southbound lane would be directed to Pine Street. The Traffic Section believes this is a practical solution to the traffic handling problem. ✓

✓ ? South of Silverton Road the traffic volumes through the project would be reduced by signing the 17th Street and Tile Road route as a detour. This would reduce the traffic volumes through the project to a manageable level.

14. The traffic pattern at Pine Street intersection and the access at Val Pak Road were discussed. Bill Kappus, FHWA, expressed concern over a lack of control of the access at Val Pak Road. I asked the Traffic Section, Duane Hoffstetter, to review this access to determine if some treatment to alter the present condition would be appropriate at this time. Duane indicated the traffic data in this area does not indicate a problem. Some Traffic Engineers familiar with the area feel the present condition serves adequately.

FE:jh
cc: Bill Kappus, FHWA
Ted Litchfield
Dave Weaver

1 Versteeg ✓
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Anderson
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NOTED
F. ERIKSEN

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OR
November 21, 1978

1E

REGION 2 ENGINEER
RECEIVED
FILE:
NOV 21 1978
RRE
RME RTE ROE
ULE GEO RSO ENV RFS

FROM: Perry A. Crosley
Right of Way Agent

TO: C. O. Fredrickson
Region II Engineer

SUBJECT: Pine Street-Academy Street Sec.
Pacific Highway East
Marion County

RE: Driveway at Eng. Sta. 18+42 East Side Parking Lot at Chinese Restaurant

The joint driveway shared by the Dunkin Donuts Coffee Shop and the Chinese restaurant was changed into two separate approaches because of the two obstacles, a utility pole and a private curb, which would otherwise be in the way. Dunkin Donuts has already agreed to this in their Real Estate Option.

Attached is a copy of the agreement whereby the owners of the Chinese restaurant agree to a separate driveway for themselves. This would be an approach of 20 feet in width at Eng. Sta. 18+42, easterly side. We believe this should be included in the construction plans.

PAC:hls

CC DUANE CHRISTENSEN ✓ W/ ATTACH'S — T.A.A.
KEN WOLFE "

REFERRED TO
___ Beard ___ Stoudenmeyer ___
___ Cole ___ Sample ___
✓ Eriksen F.E. ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss [✓ Do] File Copy Due ___
BY FINAL DESIGN ENGINEER

done F.E.

T Versteeg ___
Christensen DC
___ George ___
___ Olson ___
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Oregon State Highway Division
Salem, Oregon

Gentlemen:

As owners of restaurant property located at 2290 Fairgrounds Road, N.E., Salem, we would not object to the relocation of our southerly driveway entry as part of the proposed highway reconstruction.

It is understood that the existing approach would be moved north a distance of six feet from the southwest corner of our property and widened to twenty feet as shown on the attached sketch.

It is our further understanding that we would not be assessed for any driveway, curb, or sidewalk improvement made during the project.

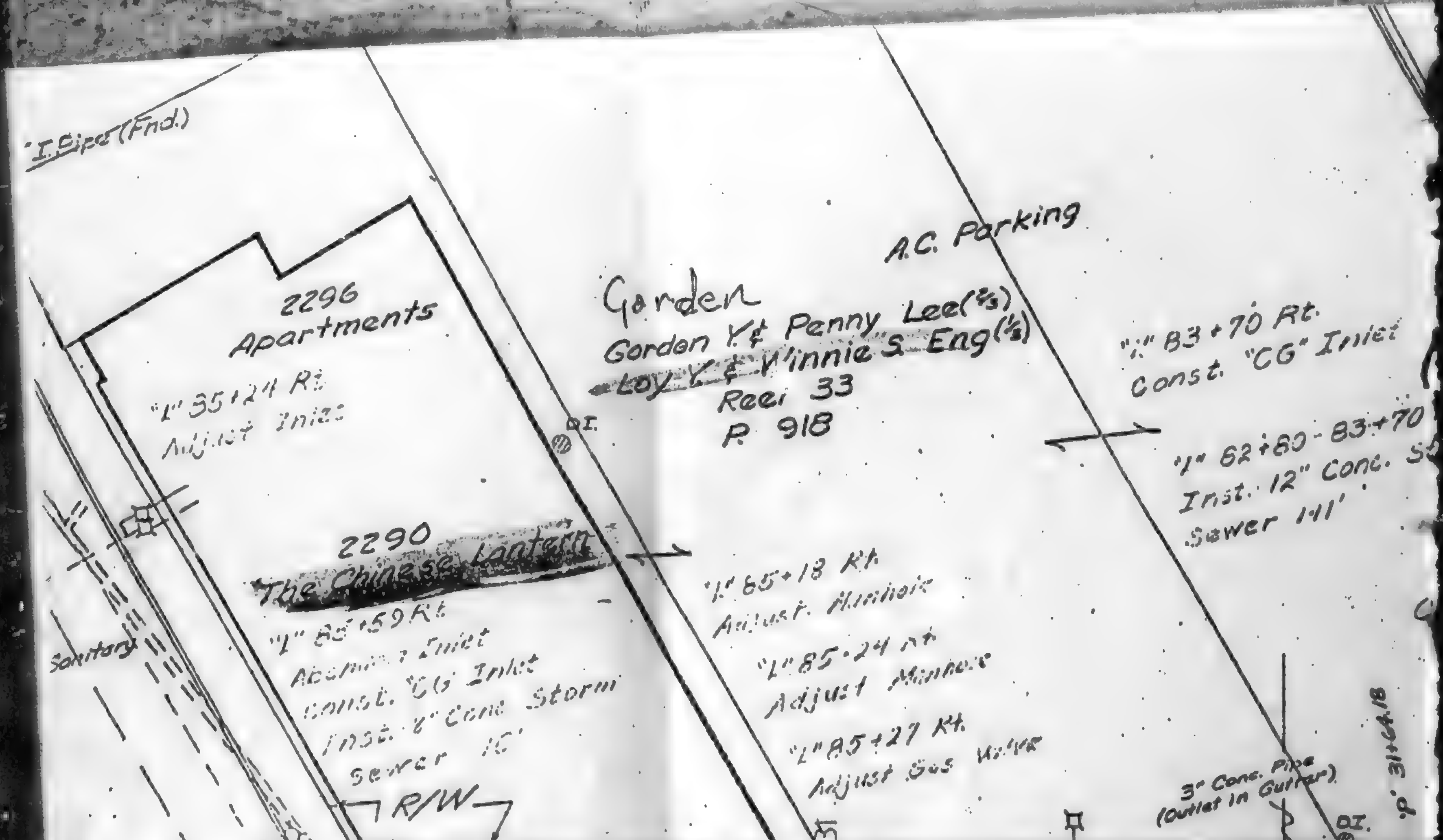
Dated this 31 day of Oct., 1978.

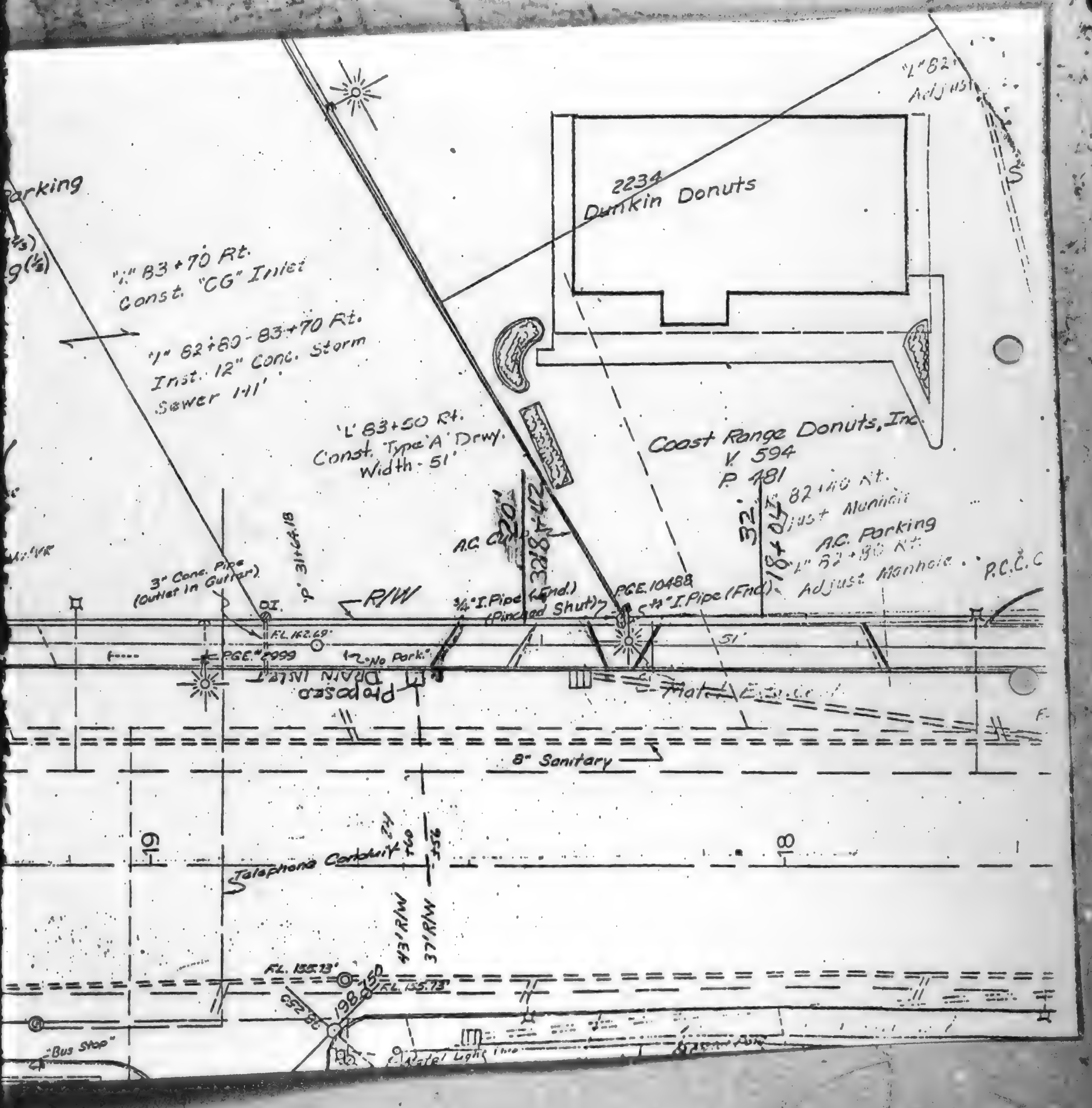
Loy Y. Eng
Loy Y. Eng

Winnie S. Eng

Gordon Y. Lee

Penny Lee
Penny Lee


"I" Pipe (Fnd.)
2296
Apartments
"L" 85+24 Rt.
Adjust Inlet
2290
The Chinese Lantern
"L" 85+59 Rt.
Abandon Inlet
Const. "CG" Inlet
Inst. 8" Conc. Storm
Sewer 10'
R/W
Sanitary
Garden
Gordon Y. & Penny Lee (2/3)
~~Loy Y. & Winnie S. Eng (1/3)~~
Reel 33
P. 918
A.C. Parking
D.I.
"L" 85+18 Rt.
Adjust Manhole
"L" 85+24 Rt.
Adjust Manhole
"L" 85+27 Rt.
Adjust Gas Valve
"L" 83+70 Rt.
Const. "CG" Inlet
"L" 82+60 - 83+70
Inst. 12" Conc. S
Sewer 1.11'
3" Conc. Pipe
(Outlet in Gutter)
D.I.
"P" 31+64.18
F.L. 162.69
PG&E #2999
P&E #3000
F.L. 161.34'
F.L. 161.30'
F.L. 160.92
Conc. Storm
F.L. 155.26'
F.L. 155.26'
Manhole
Approx. Loc.
T.H.
304
20
19
6" Conc. Storm
Telephone
Manhole
F.L. 160.49'
8" Sanitary
8" Conc.
F.L. 161.08'
6" Conc.
T.P. #2300
"Bus Stop"


Parking
"L" 83+70 Rt.
Const. "CG" Inlet
"L" 82+80 - 83+70 Rt.
Inst. 12" Conc. Storm
Sewer 1-1'
'L' 83+50 Rt.
Const. Type 'A' Drwy.
Width - 51'
2234
Dunkin Donuts
Coast Range Donuts, Inc.
V. 594
P. 481
"L" 82
Adjust
82+40 Rt.
Adjust Manhole
A.C. Parking
"L" 82+80 Rt.
Adjust Manhole
P.C.C.C
A.C. Curb
20'
32'
3° Conc. Pipe
(Outlet in Gutter)
P 31+CA.18
D.I.
R/W
3/4" I. Pipe (Fnd.)
(Pinched Shut)
PGE. 10488
3/4" I. Pipe (Fnd.)
F.L. 162.69
PGE. 2999
"No Park."
Proposed
DRAIN INLET
51'
8" Sanitary
19
18
Telephone Conduit
43' R/W
37' R/W
F.L. 135.73
F.L. 135.73
"Bus Stop"
Street Light

1E

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OR
October 17, 1978
19

C. O. Fredrickson

FROM: C. O. Fredrickson
Region II Engineer

TO: J. H. Versteeg
Head of Engineering

SUBJECT: File 49654 - Stortz
Pine Street-Academy Street Sec.
Pacific Highway East
Marion County

It has come to my attention that the right of way on the southeasterly side from stations 21+87 to 23+18 is not as depicted on the detail map or construction plans. It jutts eight feet beyond what is owned and/or being purchased on the adjoining property. This parcel is presently occupied by a sidewalk.

To make the right of way uniform and to prevent any future complications with this privately-owned parcel jutting into the right of way, I want to revise this file and acquire eight feet across the front of the Stortz property under deeds 334-686 and 370-569.

The Right of Way Section has estimated the project can be ready for the March letting. The benefits to straighten out this right of way will offset the two months delay in letting this contract - especially since our loss is February and March.

COF:hls

cc: J. B. Boyd
J. W. Dixon

Discussed w/ Fredrickson & Dixon — they agree that there is no need for the property and no point to delay and expense that can not be shown as necessary to the project. ADD. 10/19/78

Copy to Frank Lowe

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
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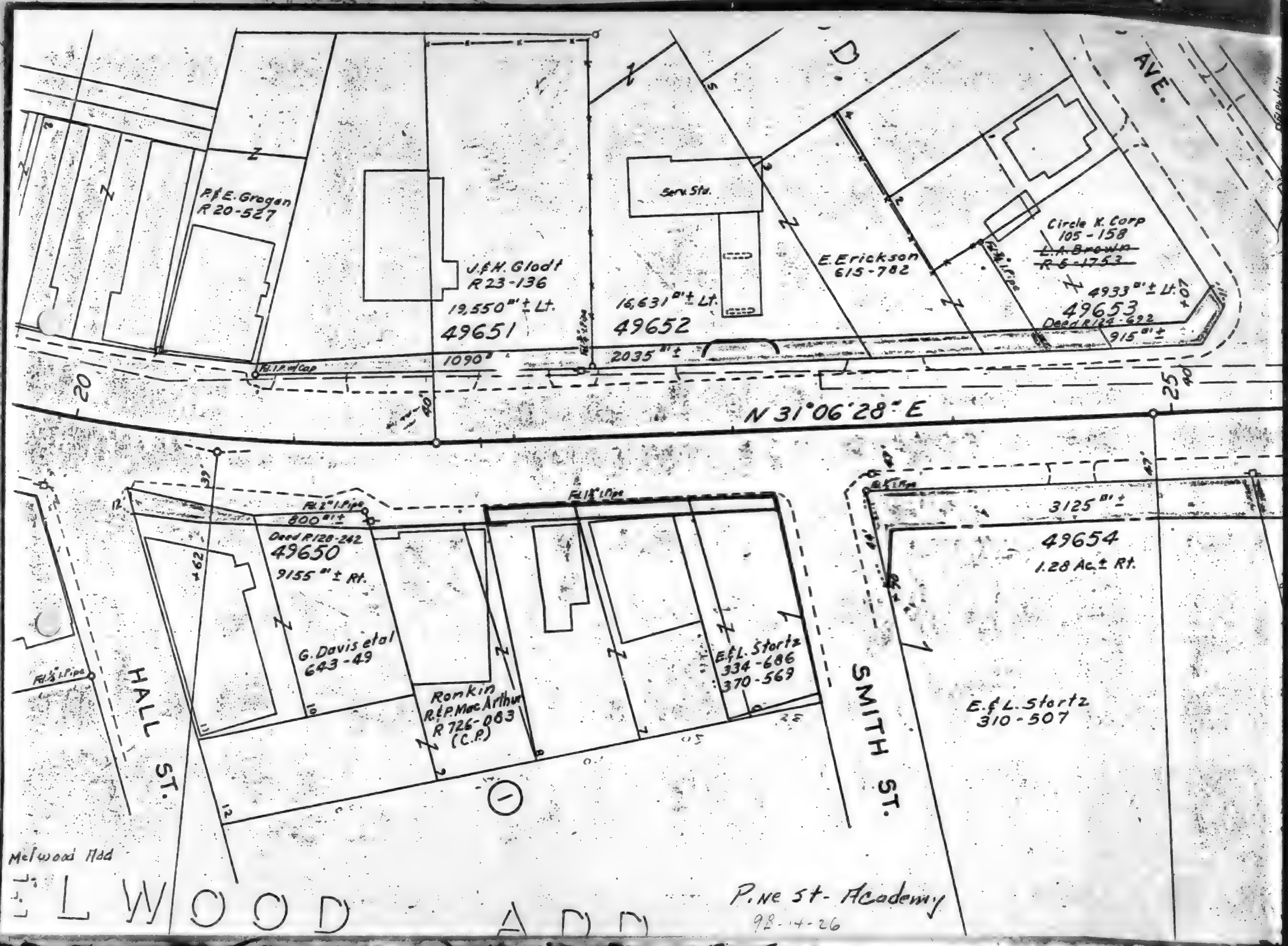
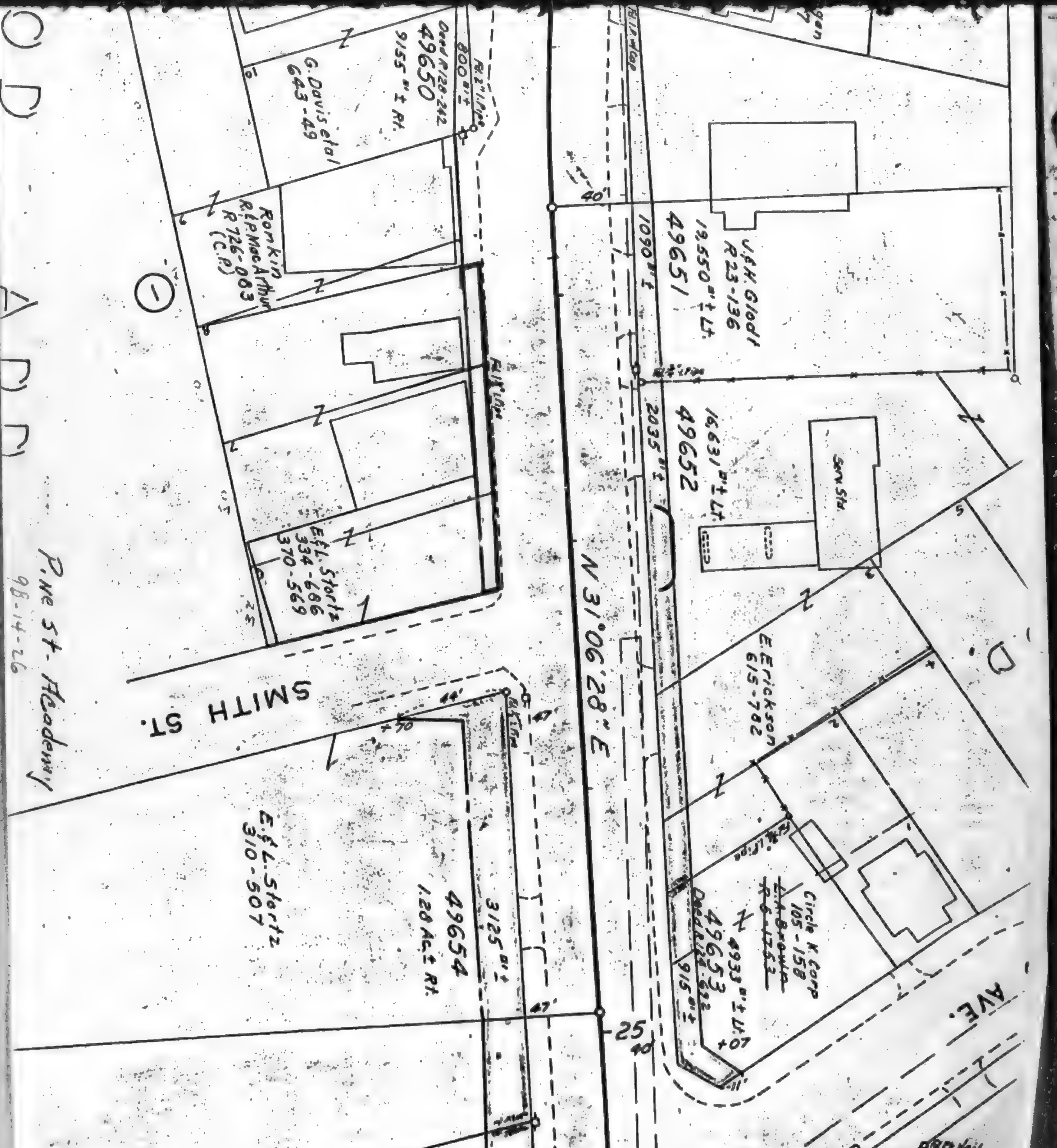
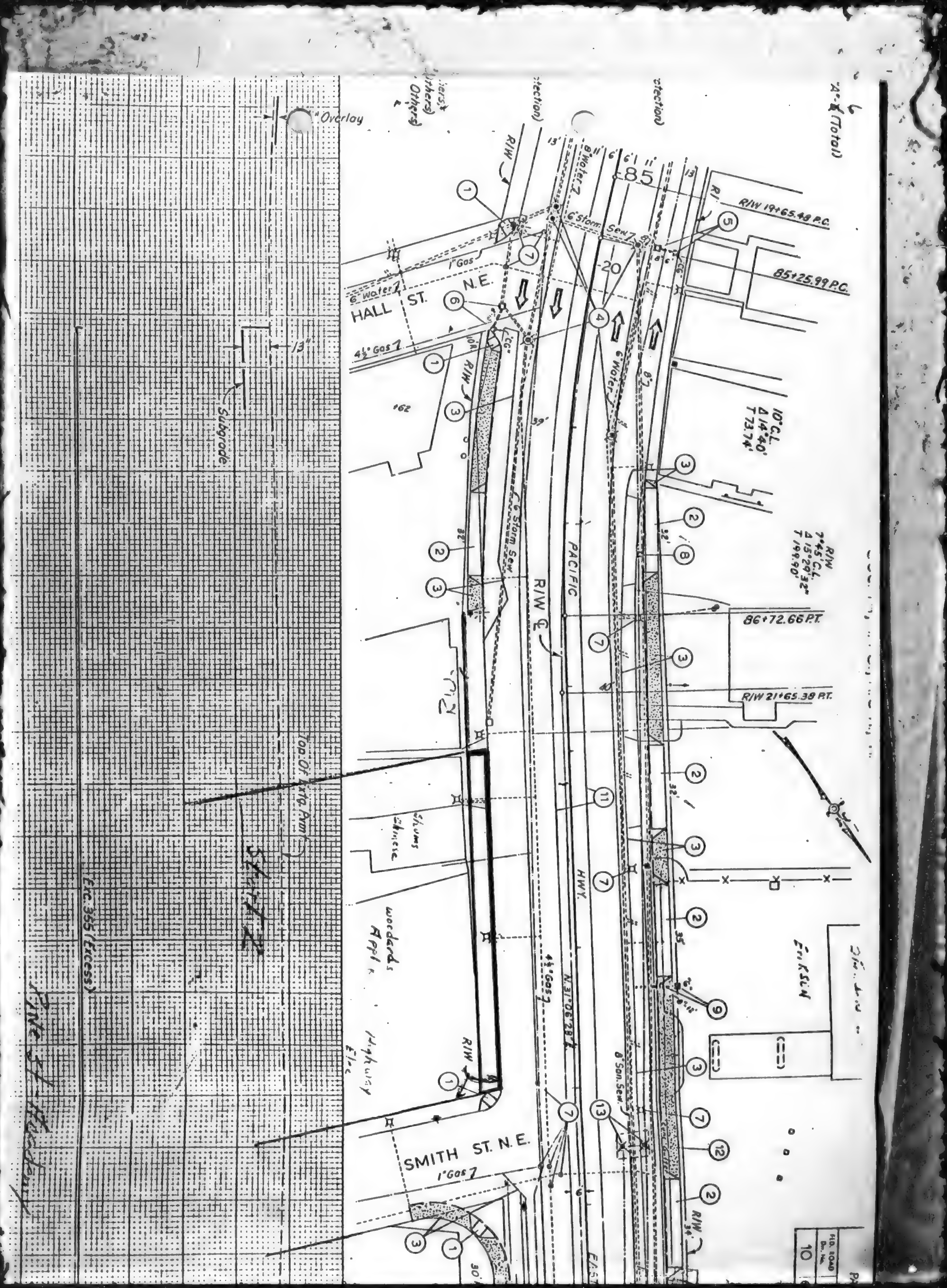
No objections Hv


P.&E. Grogan
R 20-527
J.&H. Glodt
R 23-136
19,550 □' ± Lt.
49651
1090□'
Serv. Sta.
16,631 □' ± Lt.
49652
2035 □' ±
E. Erickson
615-782
Circle K. Corp
105-158
~~L.A. Brown~~
~~R 6-1753~~
4933 □' ± Lt.
49653
Deed R124-692
915 □' ±
AVE.
D.
20
25
40
N 31°06'28" E
Fd. I.P. w/Cap
Fd. 2" I. Pipe
800 □' ±
Deed R128-242
49650
9155 □' ± Rt.
+62
39'
Fd. 1½" I. Pipe
G. Davis et al
643-49
Ronkin
R.&P. Mac Arthur
R 726-083
(C.P.)
E.&L. Stortz
334-686
370-569
HALL ST.
SMITH ST.
3125 □' ±
49654
1.28 Ac. ± Rt.
E.&L. Stortz
310-507
①
Melwood Add
ELWOOD ADD
Pine St- Academy
98-14-26



Deed R128-262
800 □'±
R/L 2" I. Pipe
49650
9155 □' ± Rt.
G. Davis et al
643-49
Rankin
R.P. MacArthur
R 726-083
(C.P.)
①
J.&H. Glodt
R23-136
19,550 □' ± Lt.
49651
1090 □' ±
40'
2035 □' ±
16,631 □' ± Lt.
49652
Serv. Sta.
E.&L. Stortz
334-686
370-569
N 31°06'28" E
SMITH ST.
E. Erickson
615-702
Circle K Corp
105-158
~~L.A. Brown~~
~~R6-1263~~
4933 □' ± Lt.
49653
915 □' ±
E.&L. Stortz
310-507
49654
3125 □' ±
1.20 Ac.± Rt.
44'
47'
+70
47'
-25
40
+07
AVE.
Bk. Nail
49655
1750 □' ±
0.94 Ac.± Rt.
50'
+19
+19
D.&V.
R3
D.&W.W.
R20-1
R20-1
Pine St. Academy
98-14-26


HALL ST. N.E.
SMITH ST. N.E.
PACIFIC
HWY.
R/W
R/W ℄
R/W 19+65.48 P.C.
85+25.99 P.C.
86+72.66 P.T.
R/W 21+65.38 P.T.
10° C.L.
Δ 14°40'
T 73.74'
R/W
7°45' C.L.
Δ 15°20'32"
T 199.90'
N.31°06'28"E
6" Storm Sew.
6" Water
8" Water
1" Gas
4½" Gas
1" Gas
8" San. Sew.
Overlay
Subgrade
13"
Top Of Asph Pvmt
Exc. 355 (Excess)
Start 2
Highway
Woodards Appl.
Erickson
"A"-Δ (Total)
PLD. ROAD DIV. No.
10
85
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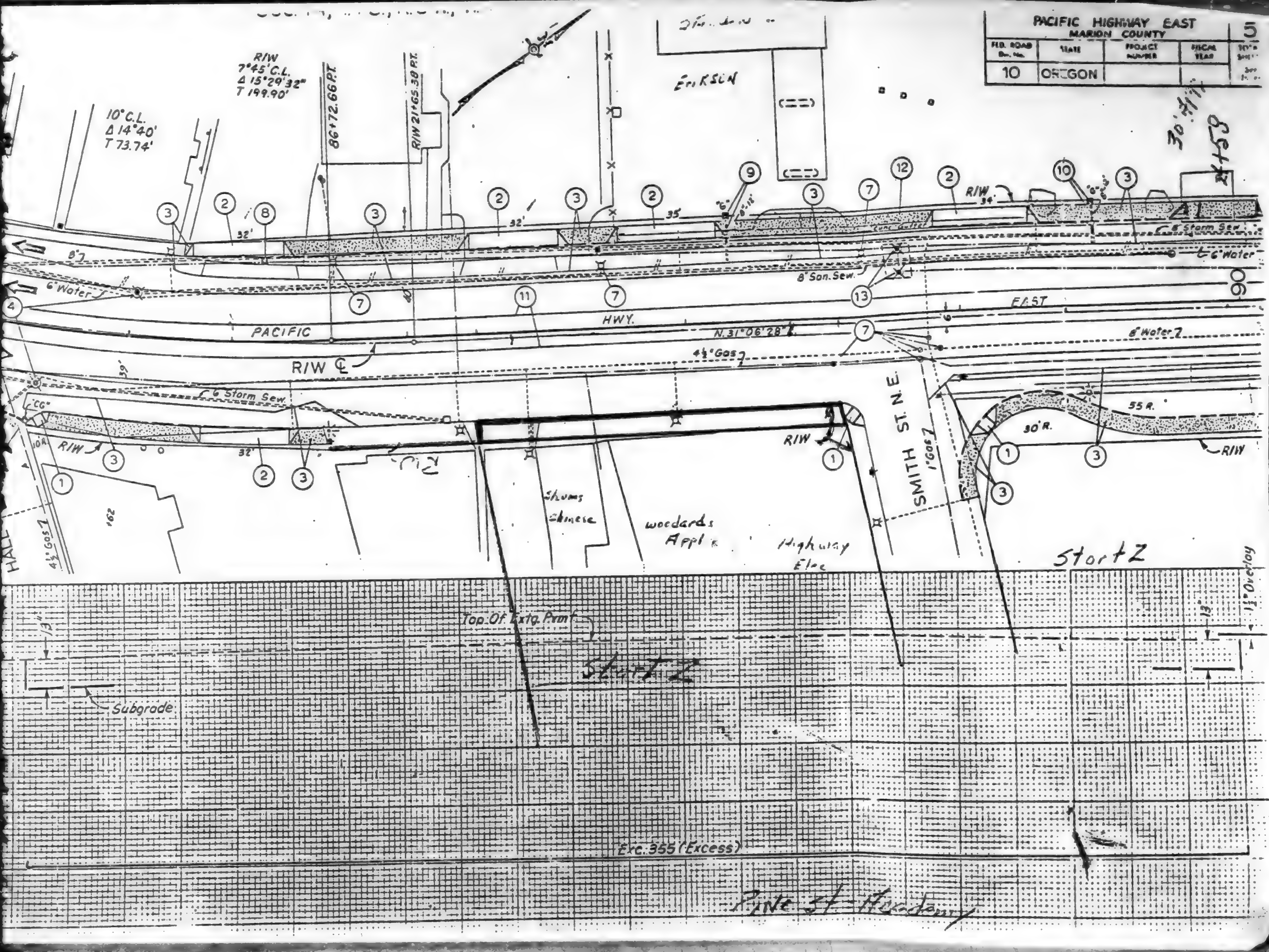
PACIFIC HIGHWAY EAST
MARION COUNTY
FED. ROAD DIV. NO.
STATE
PROJECT NUMBER
FISCAL YEAR
10
OREGON
5
30'-4/14
A+58
R/W
7°45' C.L.
Δ 15°29'32"
T 199.90'
10° C.L.
Δ 14°40'
T 73.74'
86+72.66 P.T.
R/W 21+65.38 P.T.
Erikson
6" Water
8" Son. Sew.
6" Storm Sew.
Conc. Gutter
PACIFIC
HWY.
EAST
N.31°06'28"E
4½" Gas
R/W ℄
6" Water
R/W
32'
35
34'
39'
"CG"
10'R.
HALL
4½" Gas
162
SMITH ST. N.E.
1" Gas
30'R.
55 R.
Shums Chinese
woodards Appl.
Highway Elec
Start Z
Top Of Extg. Pvmt.
Subgrade
13"
1½" Overlay
Exc. 355 (Excess)
Pine St - Hadany
90

8882

8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-77

FEDERAL AID PROJECT NO.
S-26(11)

STATE PROJECT NO.
See Below

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80045

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
11-9-77

FEDERAL ROUTE NUMBER
Primary 26

STATE ROUTE NUMBER
Primary 1 E

GENERAL LOCATION:

"Pine Street - Academy Street (Salem, Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

XX ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-4-77 letter, you are authorized to proceed with all phases of right of way acquisition as outlined on R/W Map 9B-14-26.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-11-77		for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8882 10-11-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.: HHS-176(24)
STATE PROJECT NO.: See Below
COUNTY NAME: Marion
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:
ITEM NO.: HHS-69

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR
Info | Inv. | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED:
DATE AUTHORIZATION EFFECTIVE: 10-11-77
FEDERAL ROUTE NUMBER: Primary 3
STATE ROUTE NUMBER: Primary 1 E

GENERAL LOCATION:
Pine St - Academy St Section"

GENERAL DESCRIPTION OF WORK:
PS & E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION PEC NTE $3,000
F.F. $2,700
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-30-77 letter, I concur that my adoption of the Final Negative Declaration for the subject project on 9-20-77 constitutes location/design approval.

Also as requested, you are now authorized to proceed with the work as shown above.

DATE: 10-11-77
SIGNATURE OF APPROVING OFFICIAL:
TITLE: Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8882
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8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 22, 1977

FILE:

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Pine St NE-Academy St NE Section
Pacific Highway East
Marion County

TO: E.S. Hunter
Technical Services Engineer

The corridor-design study report for subject section has been completed and approved by Region 2.

If you agree with our conclusions, please approve the report and return the entire package to this office for further distribution.

DB;jp
Attachments

c.c.
General Files ✓
Project Management (2)
Region 2
District 3
Environmental Unit
Keyes

APPROVED
EJH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-26-77

RECEIVED
SEP 26 1977
LOCATION SECTION

RECEIVED
TECHNICAL SERVICES
SEP 23 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CORRIDOR-DESIGN STUDY REPORT

PINE ST NE-ACADEMY ST NE SECTION

PACIFIC HIGHWAY EAST

MARION COUNTY

The project is located between Pine Street NE and Academy Street NE on Pacific Highway East, within the city limits of Salem, Oregon.

The project area is considered high hazard. In the three and one half years from January 1972 through June 1975 there were 161 accidents within the project limits; of these 117 (73%) were rear-end collisions.

The project alternates consist of the "build" in the existing corridor and a "no-build". Several design options were examined in the process of developing the proposal. These included variations in the length of the project, design at major intersections and phasing of traffic signals.

The proposed "build" alternate consists of widening the existing 44-foot street to 60 feet to accommodate four traffic lanes and a continuous left-turn lane, modifying turning movements and traffic signals at major intersections, modification of turning radii at other intersections, and adjustment of utilities.

Negative impacts of the project are minimal. They include the loss of a minor amount of both on- and off-street parking, increased noise, loss of display area for a mobile home sales lot, loss of four trees in the southeast quadrant of the 99E-Silverton Road intersection and a temporary increase in congestion during the construction period.

Beneficial impacts should occur in increased safety, improved traffic flow and easier access to the commercial establishments along the project.

A public hearing for the proposal was held at 7:30 p.m., July 28, 1977 in the Salem Senior Center Auditorium, Salem. There were about 25 persons present.

Three persons testified orally at the hearing, two of whom favored the project as proposed. Following is a discussion of the comments received.

One person, owner of a business on the project, was concerned with the time element involved from start of construction to completion and the loss of business during this period. A project of this size is normally limited to one construction season (5 to 7 months). Oregon State Highway Division standard specifications, under which the contractor would be operating, states that "Entrances to residences, businesses and farms shall not be blocked for more than a few hours, if at all, and that satisfactory means of ingress and egress be maintained for those persons having occasion to transact business along the route." This stipulation does not insure that there would not be a loss of business; however, this should keep the loss to a minimum.

He also asked if overhead utilities would be placed underground. The Highway Division has no standard that would require a utility company to place their facilities underground; therefore, it would be at the discretion of the company involved.

The Traffic Administrator for the City of Salem commented on existing congestion and the beneficial effects the proposed project will have in reducing that congestion. He believes, however, that in the future other improvements will be needed in the form of additional facilities or modes of transportation. Determination of those future needs is beyond the scope of the project; therefore, it is not applicable.

Another individual, a property owner on Highland Avenue, asked if a study had been made on the impact of routing traffic from Portland Road (99E) onto Highland Avenue and Cherry Street to Keizer. He felt this would increase the carbon monoxide levels and have a noise impact. The route described is a route used by many persons to avoid the congestion within the project limits. Improvements resulting from construction of the proposed project are not likely to generate additional traffic or increase CO and noise levels. The completion of a roadway in the I-305 corridor could lessen the traffic that presently uses this routing. There could, of course, be a temporary increase in traffic as motorists attempt to bypass the construction area.

A letter from the Department of Justice commented on the impact created by the loss of property and one parking space at the Oregon National Guard headquarters. We believe that the loss of 90± square feet of property and one parking space does not constitute a significant impact.

There being no adverse comments on the proposal, we recommend corridor and design approval for the project as presented at the public hearing.

DB:mc
9/7/77

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

7:30 p.m., July 28, 1977
Salem Senior Center Auditorium
1055 Erixon Street N.E.
Salem, Oregon

RE: Pine Street N.E.-Academy Street N.E. Section (Salem)
Pacific Highway East
Marion County

MR. JOHN SHELDRAKE: Good evening ladies and gentlemen. It is 7:30 p.m., July 28, 1977, which time has been designated for the combination corridor and design hearing on the Pine Street N.E.-Academy Street N.E. Section of Pacific Highway East, Oregon 99E, in the City of Salem, Marion County, Oregon.

I am John Sheldrake, Region 2 Engineer for the Oregon State Highway Division stationed in Salem. I will act as Hearing Officer this evening. (There were approximately 25 interested citizens in attendance.)

At the head table this evening are (on my right) Robert Royer, Region 2 Construction Engineer; Jim Dixon, Region 2 Right of Way Supervisor; and Paul Riedl, Area Engineer for the Federal Highway Administration.

The proceedings this evening are being recorded by Mike Shultz, Project Development Coordinator for the Region, and we are also being assisted by Phil Stearns, Region 2 Federal Aid Engineer, and Eddie Welsh, Region 2 Environmentalist.

The hearing this evening is being conducted in compliance with applicable Federal regulations and the State Highway Division's "Oregon Action Plan", under which we are operating. The purpose of this hearing is to present a proposal for reconstructing approximately four tenths of a mile of Pacific Highway East in north Salem. The proposed project will improve safety and mobility through this section primarily by removing left-turning vehicles from the main flow of traffic. The location of this project is shown on the hearing maps which you were provided when you came in this evening.

This project is not currently on the Division's construction schedule, as at least 18 months are estimated to be required to bring the project to final stages for construction.

We will explain the scope of the project, right-of-way acquisition procedures, and relocation benefits. We will receive testimony either for or against the project. We are here to obtain your comments and ideas on this project and encourage you to express your opinions.

Upon completion of this hearing and after a ten-day waiting period for additional written testimony, the Highway Division will evaluate all the information received. This information will be available for public inspection and copying at the Salem headquarters of the State Highway Division.

As you entered the hearing room, you were handed a registration card. Each person is requested to fill out the registration card, and if you wish to make a statement at this hearing, please mark the card and we will call upon you. If you wish to make a written comment on the back of the card or submit a written document, these will become a part of the hearing record. All those who submit cards will receive a copy of the hearing transcript.

If you have questions that may arise during any of the presentations, I request that you hold them until after the close of the formal hearing. Highway Division personnel will remain after the hearing as needed to answer these questions.

If you do not wish to make a statement here, you will have ten days from today to submit written comments. These letters can be addressed to the Department of Transportation, Commission Services, Room 121, State Highway Building, Salem, Oregon 97310, or can be sent to the Region Office (that's my office) in the self-addressed, prepaid envelopes available from the person from whom you received the registration card. Any written statements received within this ten-day period will be made a part of the hearing record.

As I indicated, this is a corridor-design hearing and although improvements to the existing alignment is the only alternate being considered, the "No Build" alternate is used as a basis for comparing impacts.

Mr. Robert Royer, Region 2 Construction Engineer, will now present the proposal being considered. Mr. Royer.

MR. ROBERT ROYER: Thank you, John. The proposed project begins just north of Academy Street N.E. and extends northerly for 0.44 miles to just north of Pine Street. More detailed maps are in the back of the room on the table and the limits of the project are shown on the easel.

Increasing traffic safety is the primary purpose of this project. There will be a reduction in the congestion through this section as well. This will primarily be accomplished by widening the existing 44-foot street to 60 feet constructing a right-turn lane at Silverton Road, a left-turn lane at Highland Avenue and one at Pine Street. A continuous left turn lane will be provided throughout the rest of this section to allow for left turns into property abutting the highway. The existing signals at Highland Avenue and Pine Street will be modified by providing a green light for left turns. Several adjustments will be made to the sidewalks and curb radii, and sidewalk ramps will be provided at the intersections. The existing on-street parking will be eliminated. A smooth riding quality will be provided by paving the entire surface between curbs.

The travel surface will consist of 13-foot curb lanes and 11-foot inside lanes in each direction. This will require a minor amount of right of way to be acquired; however, there will be no displacements.

Any signing, lighting or traffic control devices necessary to protect the public during construction will be made as part of the project. Also any seeding or landscaping necessary to maintain the esthetics of the area will be included in the project.

MR. SHELDRAKE: Thank you, Mr. Royer. Mr. Jim Dixon, Region 2 Right of Way Supervisor, will now discuss right of way acquisition procedures and relocation benefits. Mr. Dixon.

MR. JIM DIXON: Thank you, John. The additional right of way necessary for this improvement will not require the displacement of any individuals, families, or businesses. There will, however, be some relocation of advertising signs, light poles, and similar fixtures.

An explanation of the right of way acquisition process is contained in a leaflet, "Acquiring Land for Highways" (Form No. 81-734-3773). This leaflet covers the matters of the public hearing, the appraisal procedure, and an explanation of eminent domain procedures with the addresses of the various regional right of way offices in the State. This leaflet is available at the meeting today, and I urge you to take one with you. They were outside on the table. I have more if you need them.

Although, as I stated there is little likelihood of any displacing of families or businesses, we have another leaflet available which explains relocation benefits. The leaflet, "Moving Because of the Highway" (Form No. 81-734-3772) explains the benefits of the 1970 Uniform Relocation Act available to relocatees on a project. The benefits are quite numerous and include the payment of moving costs, replacement housing payment additives, down payment benefits, rent supplements, payment of incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages, and an explanation of the procedures for making an appeal in the event of dissatisfaction with any part of the relocation program.

The time required for right of way acquisition is estimated at 12 months from the date of authorization on the project. This will permit adequate appraisal and negotiation time. In the unlikely event of the necessity of relocation of displaced persons, an additional 90 days would be allowed after the State acquires their property. In addition, no persons or families would be displaced until they have either been relocated to adequate replacement housing, obtained the right of possession of adequate replacement housing, or have been offered adequate replacement housing available for immediate occupancy. No owner-occupant is required to move until he has been paid for his property.

Should relocation of persons be necessary, we believe that adequate alternate housing is available in the community, and to the best of our knowledge the replacement housing would be decent, safe and sanitary, and would be open to all persons regardless of race, color, religion, sex or national origin in accordance with the U.S. Department of Transportation Order 5620.1, copies of which are available in this room.

The right of way program for this project will be under my supervision. My name is James Dixon and my office is located at 2960 East State Street, Salem, Oregon, telephone number 378-2641. Thank you, John. (Copies of the above-mentioned leaflets available in Mr. Dixon's office.)

MR. SHELDRAKE: Thank you, Jim. We will now begin taking testimony relative to the Pine Street N.E.-Academy Street N.E. Section of Pacific Highway East in the City of Salem, Marion County, Oregon.

I have before me cards picked up from the audience upon which some of you have indicated a desire to testify with regard to this project. You will be called upon in the order in which these cards were received.

I encourage you to feel free to express your opinions and to offer your suggestions. We appreciate the fact that a formal proceeding of this type may tend to inhibit some people from expressing themselves, and hope that none of you will feel that way this evening.

Upon being called to testify, please come to the microphone and speak directly into it, so that your testimony may be recorded as part of the hearing transcript. It would also be helpful if, upon beginning your statement, you would state your name and the organization, if any, that you represent. And the first card I have is from Mr. Phil Sperl.

MR. PHIL SPERL: My name is Phil Sperl and I am the owner of Team Electronics. I may have missed part of one of your presentations, but my most immediate question and the one that I'm really concerned about is the time element involved from the start of the construction of the project until it is completed. I am sure that it would probably detour a lot of traffic from our area during the construction period and would be a loss to our business at that time. I don't have any objections to this construction project; I feel that it is a positive thing.

Another question I had was is there a possibility that some of the above-ground utilities could be or would be located underground such as the phone and electric?

I had one other question and I forgot what it was now. Well, I'll just take a by on it. That's all I have to say. Thank you.

MR. SHELDRAKE: Thank you, Mr. Sperl. Mr. Doug Van Dyke.

MR. DOUG VAN DYKE: I'm Doug Van Dyke. I'm Traffic Administrator for the City of Salem. The Fairgrounds-Portland Road has long been a congested area: jammed intersections, difficult turns, high accident rates. This plan, as I understand it, will not cure all the traffic problems but will reduce them. The left-turn lanes and the improved traffic signals will ease the motorist travel.

In future years other improvements may be needed, especially a parallel route to supplement - to substitute perhaps even - part of the Portland Road routing. The I-305 replacement arterial may be the answer to this. The east-west routes through the area also need further study, especially the connection from Pine to Silverton Road.

As Traffic Administrator for the City, I do support this project as it's been proposed.

MR. SHELDRAKE: Thank you, Mr. Van Dyke. That completes the testimony of those persons who indicated a desire to speak on the registration cards submitted. Does anyone else wish to offer testimony at this time?

MR. WILLIAM H. CHARNHOLM: Yes, I'm Mr. Charnholm, owner of some property along Highland Avenue. The question that I would have would be what kind of an impact study has been made on routing the traffic basically onto Highland, off of Portland Road, and putting it through a residential area down to Cherry Street and then going on out Cherry to Keizer? And that would be the only question I have.

This is going to increase the carbon monoxide levels in the residential area; it's also going to have a noise impact, and now I understand there is a new apartment complex that they're building right next to mine that this will also affect, so you're going to be routing traffic into a little bit more of a higher density area in terms of residential impact. That would be my question that I have.

MR. SHELDRAKE: Did we have a registration card from you, Mr. Charnholm?

MR. CHARNHOLM: Yes, you did.

MR. SHELDRAKE: Make sure we know how to spell your name. Thank you, Mr. Charnholm. Is there anyone else who would care to offer testimony?

I advise you again that written testimony will be received for ten days following this hearing and that any testimony received within this period will be included as part of the hearing transcript.

If there are no others present who desire to testify, I declare this hearing officially closed at 7:47 p.m., July 28, 1977.

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
103 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-4620

August 16, 1977

RECEIVED
AUG 19 1977
LOCATION SECTION

Mr. John W. Sheldrake
Region II Engineer
Oregon State Highway Division
Department of Transportation
2960 East State Street
Salem, OR 97310

Re: Future Project: Pine Street NE - Academy Street NE Section of the Pacific Highway (99E) in the City of Salem.

Dear Mr. Sheldrake:

This letter is submitted to you as the written comments of the Oregon Public Employes Retirement System in reaction to the proposed Pine Street NE - Academy Street NE improvement to the Pacific Highway (99E) lying in the City of Salem and further to the public hearing had on this matter on Thursday, July 28, 1977. We request that these written comments be made a part of the official record of that hearing.

The highway improvement project appears from the record to be a well considered proposal of value to the public welfare, the elimination of traffic safety hazards, and facilitating the expeditions movement of traffic on the Pacific Highway.

The proposed improvement will also, however, have an impact on the value and utility of a parcel of real estate fronting Pacific Highway owned by the Oregon Public Employes Retirement System, and now occupied by the Oregon National Guard Headquarters, with the commonly a known name of "linen thread building" and address of 2150 Fairgrounds Road NE, Salem, OR.

According to the proposal, the improvement project will require the public condemnation and use of a pie-shaped portion of this parcel running 35 feet on the frontage by 5 feet at the widest point at the northwest corner of the property at Pacific Highway and Woodrow Street. The portion of the parcel which would have to be taken and condemned for the improvement constitutes approximately 87 square feet and at today's valuation is appraised at a minimum of $4 per square foot. Additionally, the portion of the parcel which would have to be taken would eliminate one parking space from the parking lot used by the Oregon National Guard Headquarters and would thereby damage and reduce the value and utility of the overall property.

A map and photographs of the property and a drawing of the portion of the parcel which would have to be condemned for public use is attached for inclusion in the hearing file.

When the project is undertaken within the next 18-24 months, we shall appreciate hearing from your department further on this matter.

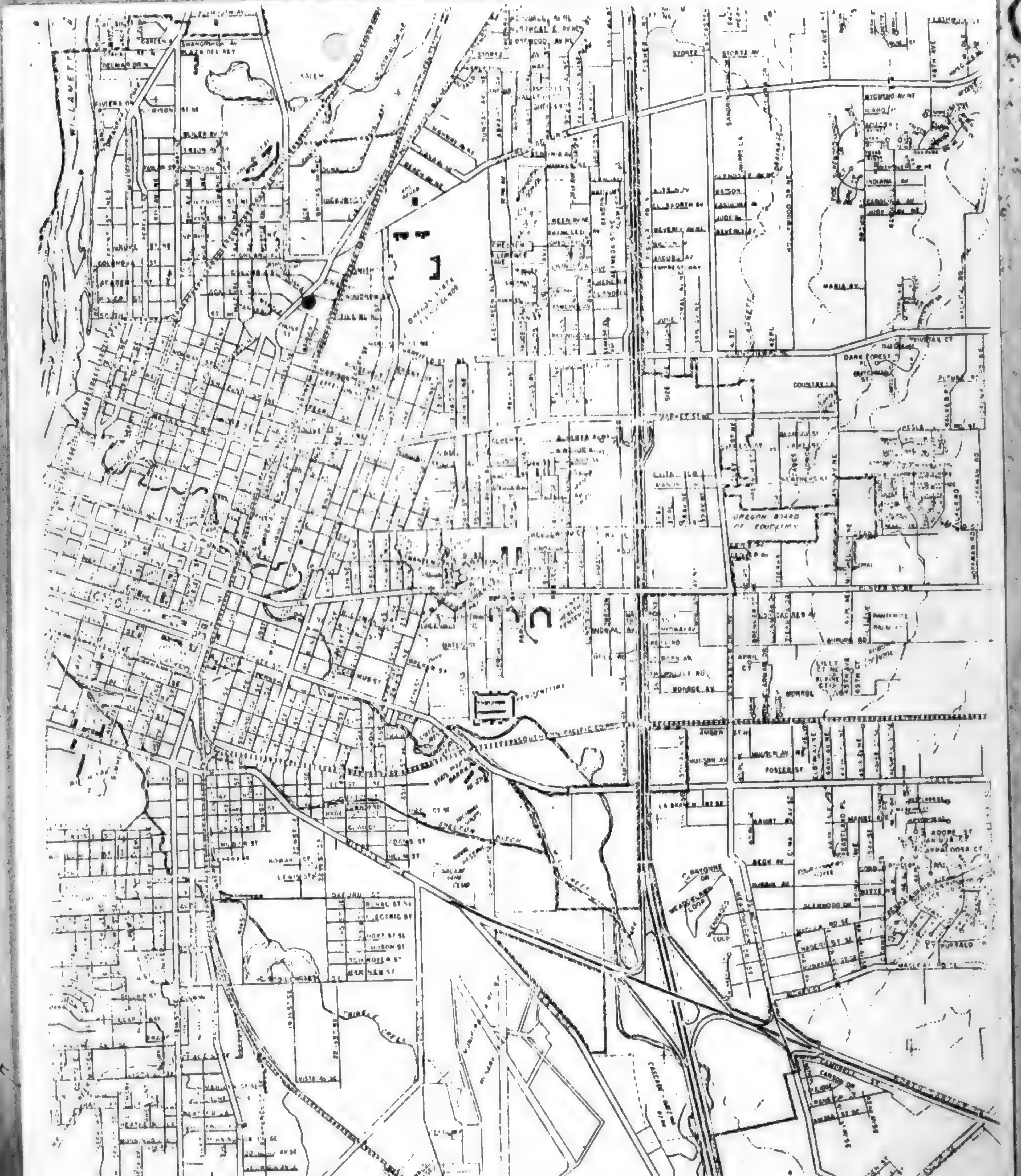
Very truly yours,

William F. Hoelscher

William F. Hoelscher
Assistant Attorney General
and Counsel

jls
Enclosure

cc: James L. McGoffin
Arnold Silver, Esq.

WILLAMETTE
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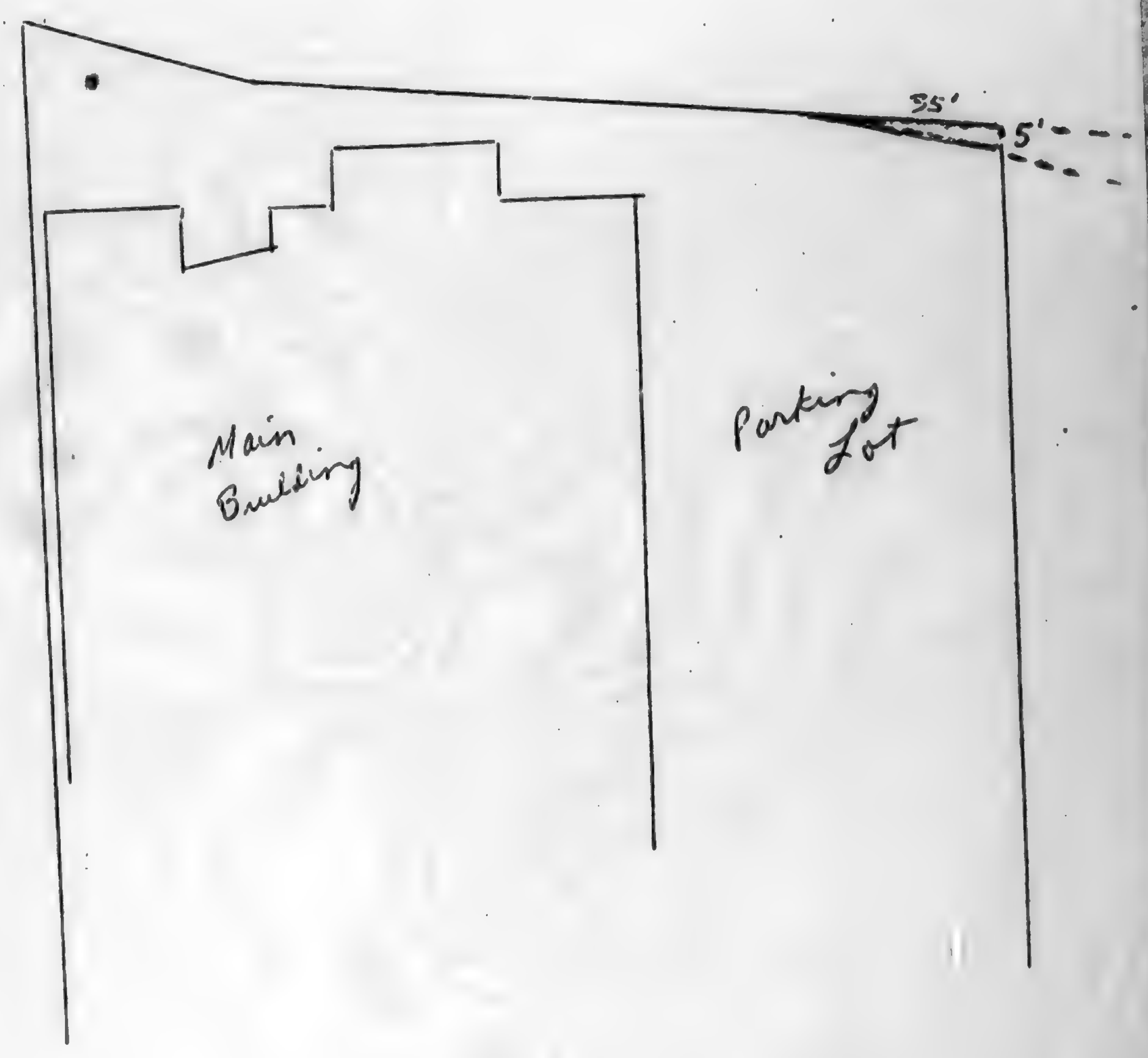
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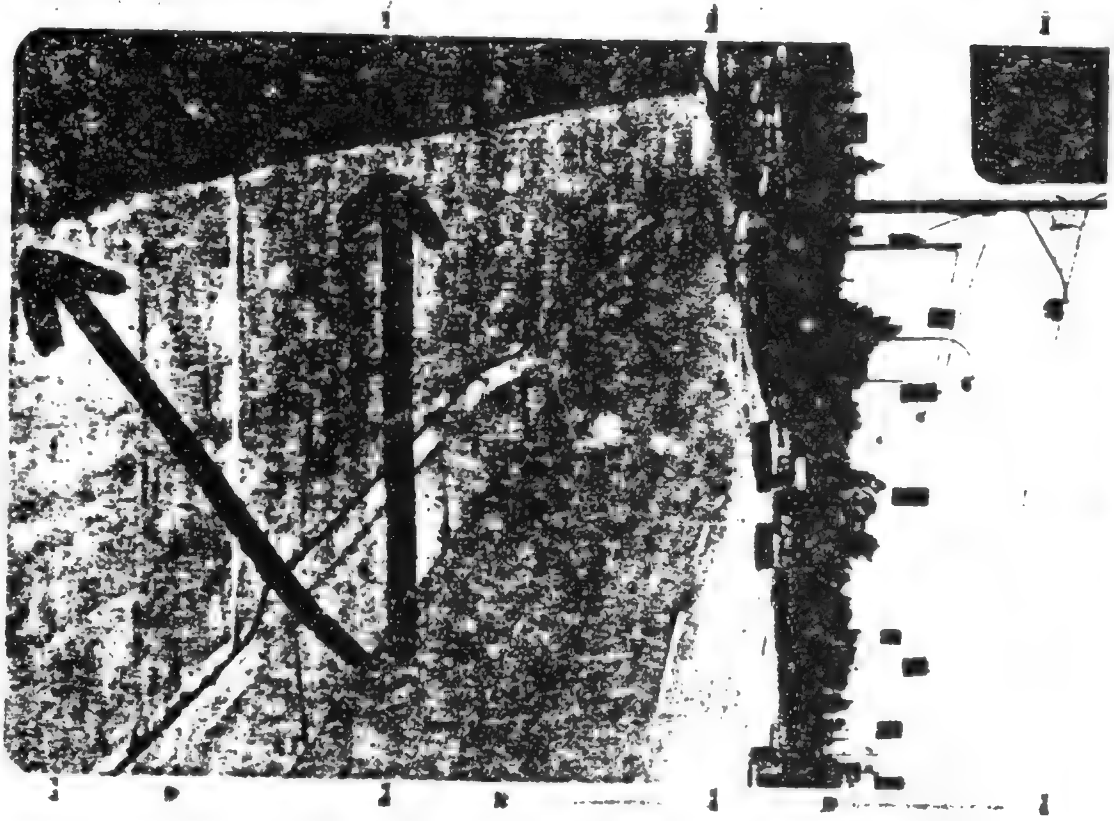

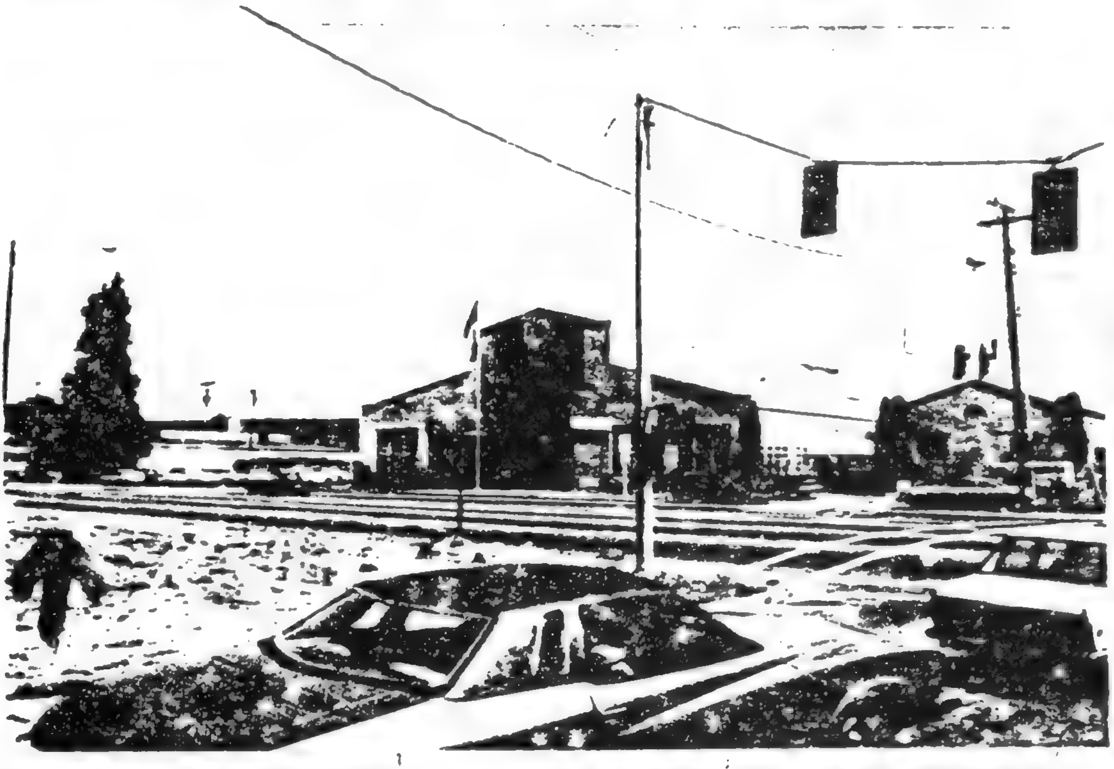

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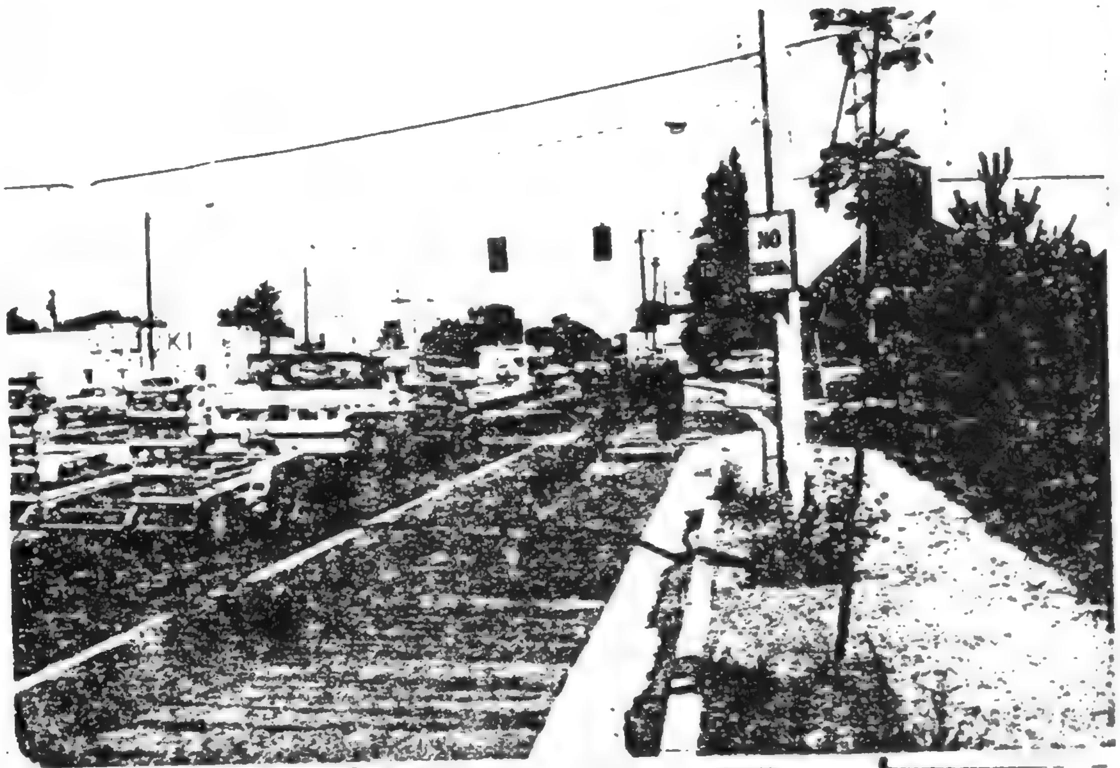
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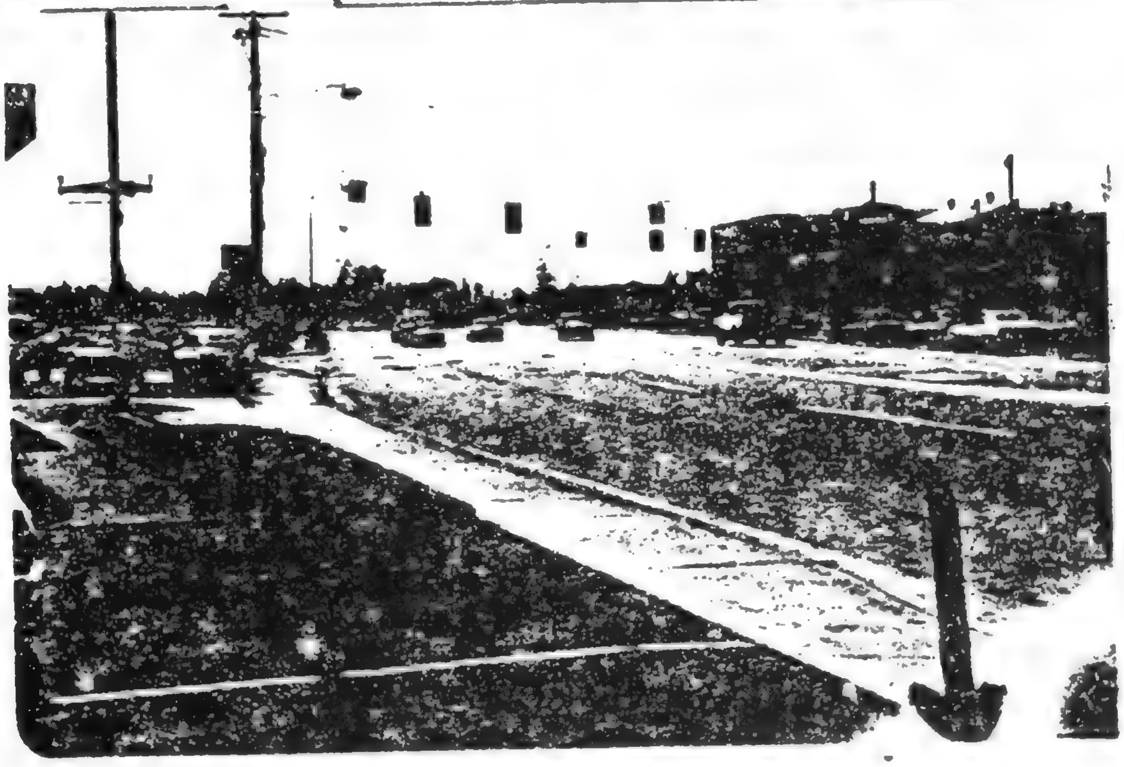

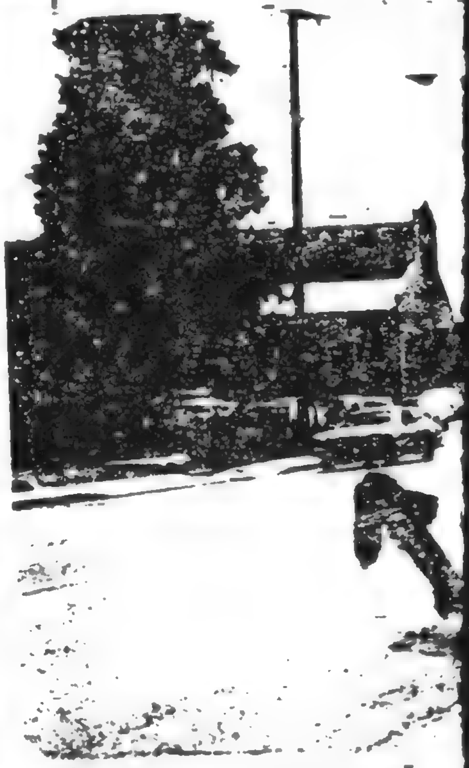

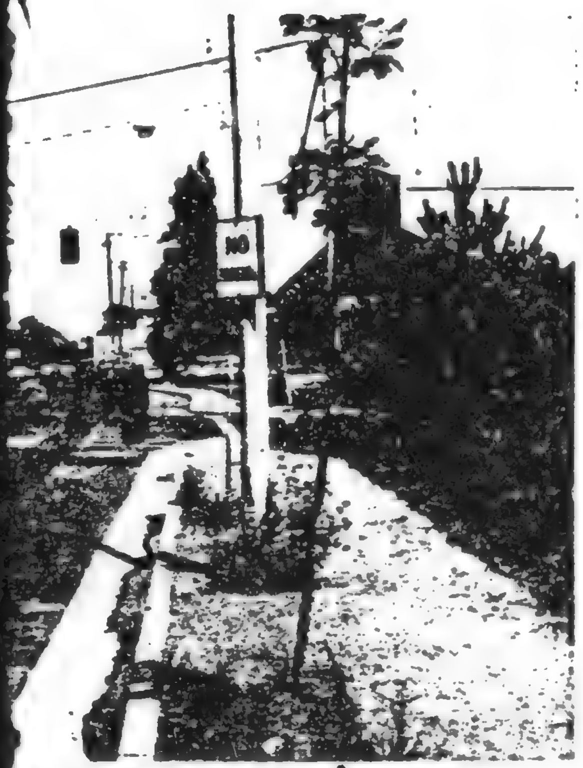
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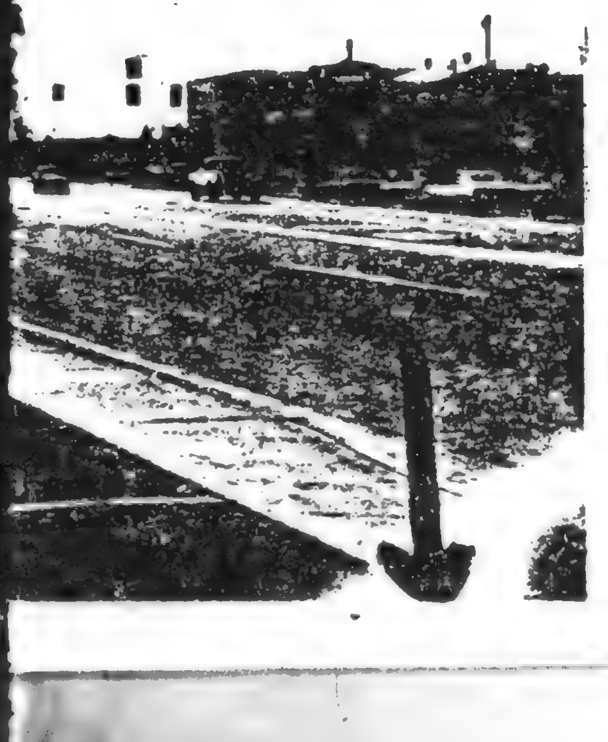

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin
Location Egnineer

DATE: May 27, 1977

File No: Marion Co.

FROM: Tom Schwab
Transportation Engineer

SUBJECT: Public Hearing Documentation
Pine Street - Academy Street (Salem)
Pacific Highway East
Marion County

Improvement of the subject section is a proposed project included in the Six Year Construction Program of the Oregon State Highway Division as a High Hazard Section. The purpose of the project is to reduce the accident rate and conjestion in this section.

Public transportation is being provided by frequent city bus schedules operating through this corridor.

The exisiting roadway is 44 feet wide with 2 travel lanes each direction. Several locations along this section generate a high number of left turns which greatly restricts the capacity of the existing highway. During 1976 the average daily traffic on the section was 21,000 vehicles. The high volume section is south of the Silverton Road intersection with 26,000 vehicles daily. Assuming no improvement in public transportation and with a arterial street constructed in the I-305 corridor as shown on the Salem Area Transportation Plan, the projected 1996 average daily traffic is 24,000 vehicles. The projected traffic south of Silverton Road intersection is 29,000 vehicles. The design capacity of the existing highway is 22,000 vehicles daily with a possible capacity calculated at 29,000 vehicles.

For the years 1971 through 1975, the accident rate for this section of highway was 14.5 accidents per million vehicle miles. This compares with a statewide accident rate for similar types of highway of 6.9 accidents per million vehicle miles.

TS:jmy
cc: Don Keyes
George Ramjoue

RECEIVED
MAY 27 1977
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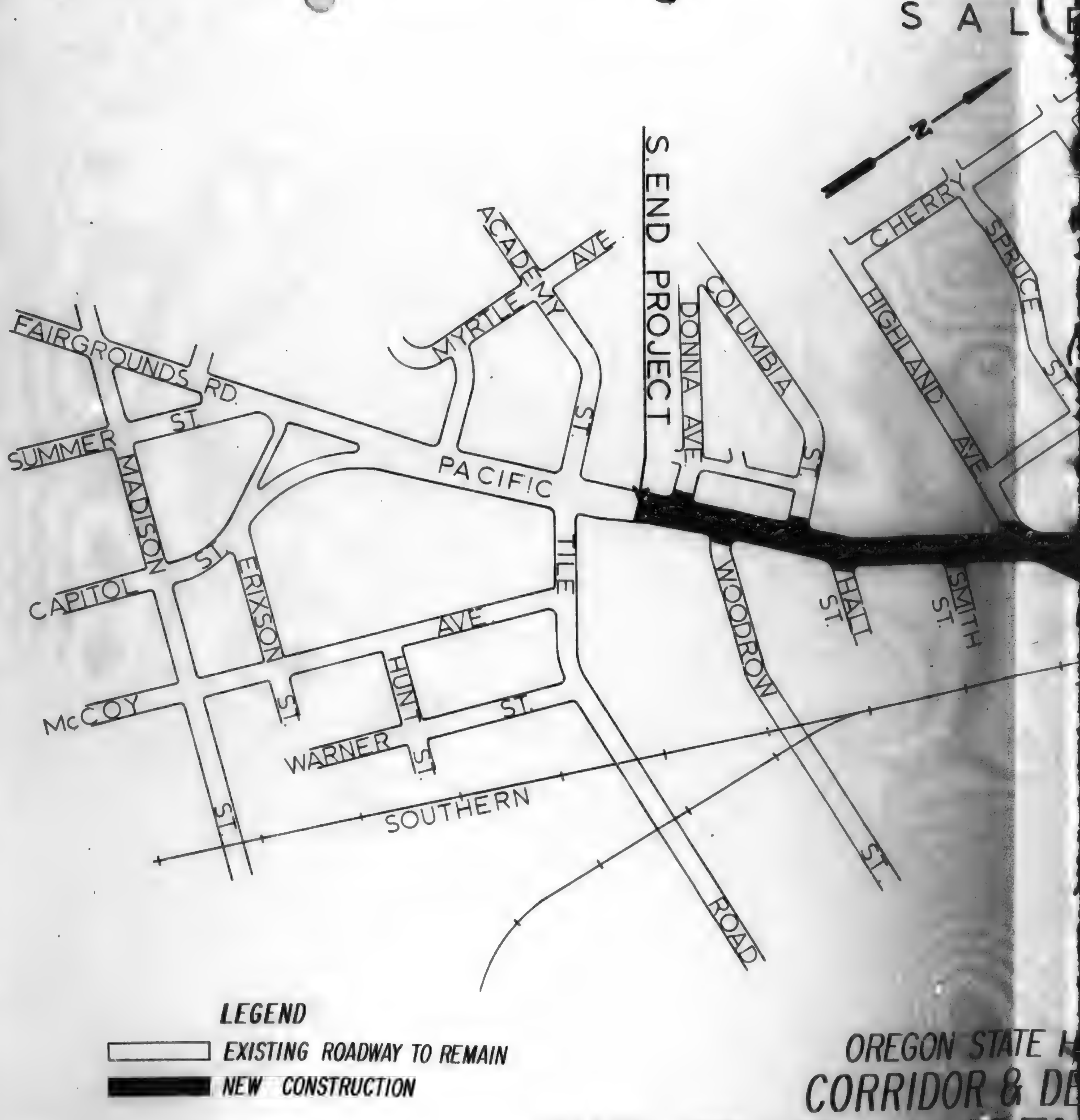
SECTION

81-125-1387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WARNER ST.
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SOUTHERN
DONNA AVE
COLUMBIA
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SPRUCE
HIGHLAND AVE
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SMITH ST.
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LEGEND
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OREGON STATE H

CORRIDOR & DE

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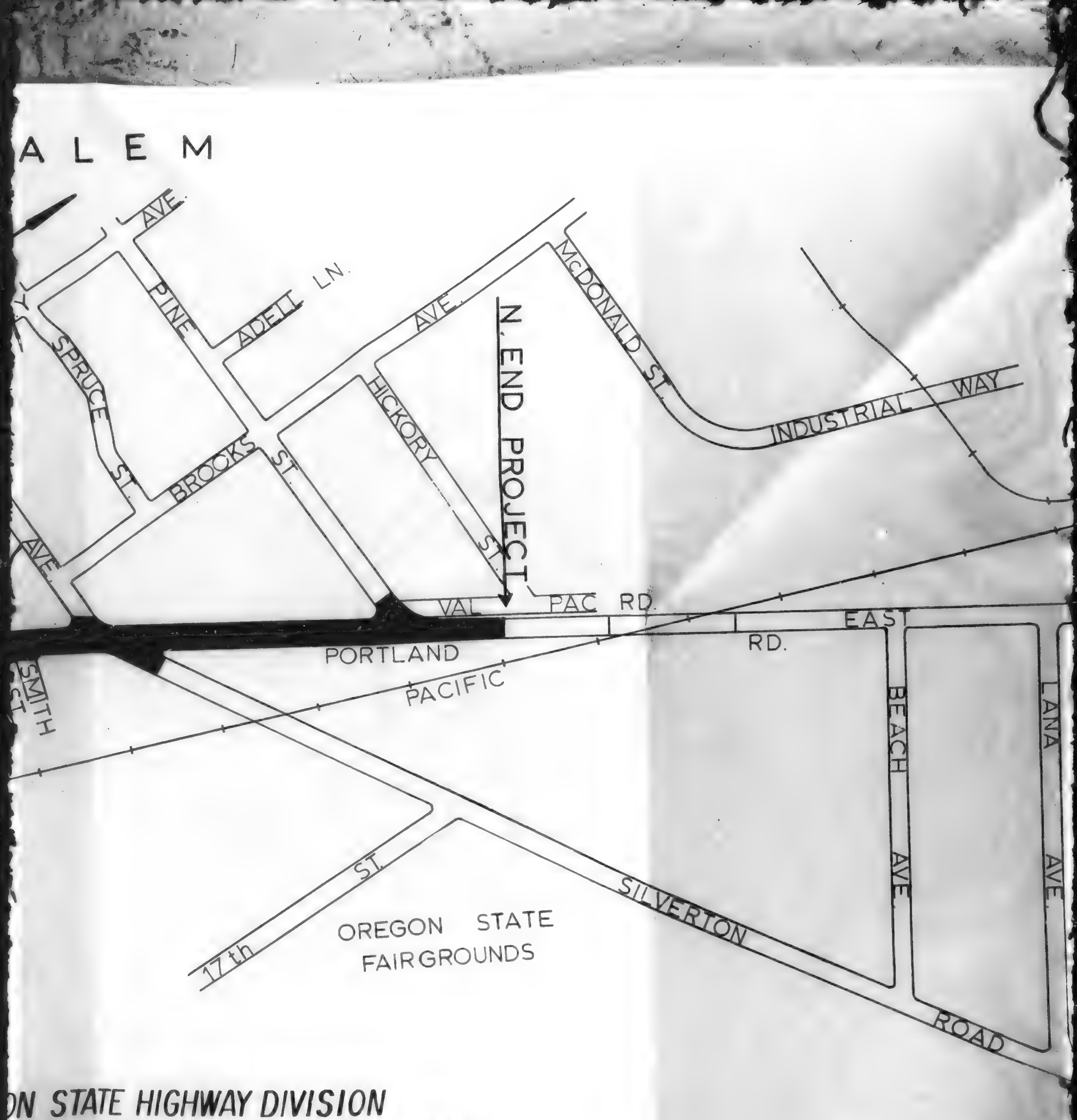

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EAST
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PORTLAND
PACIFIC
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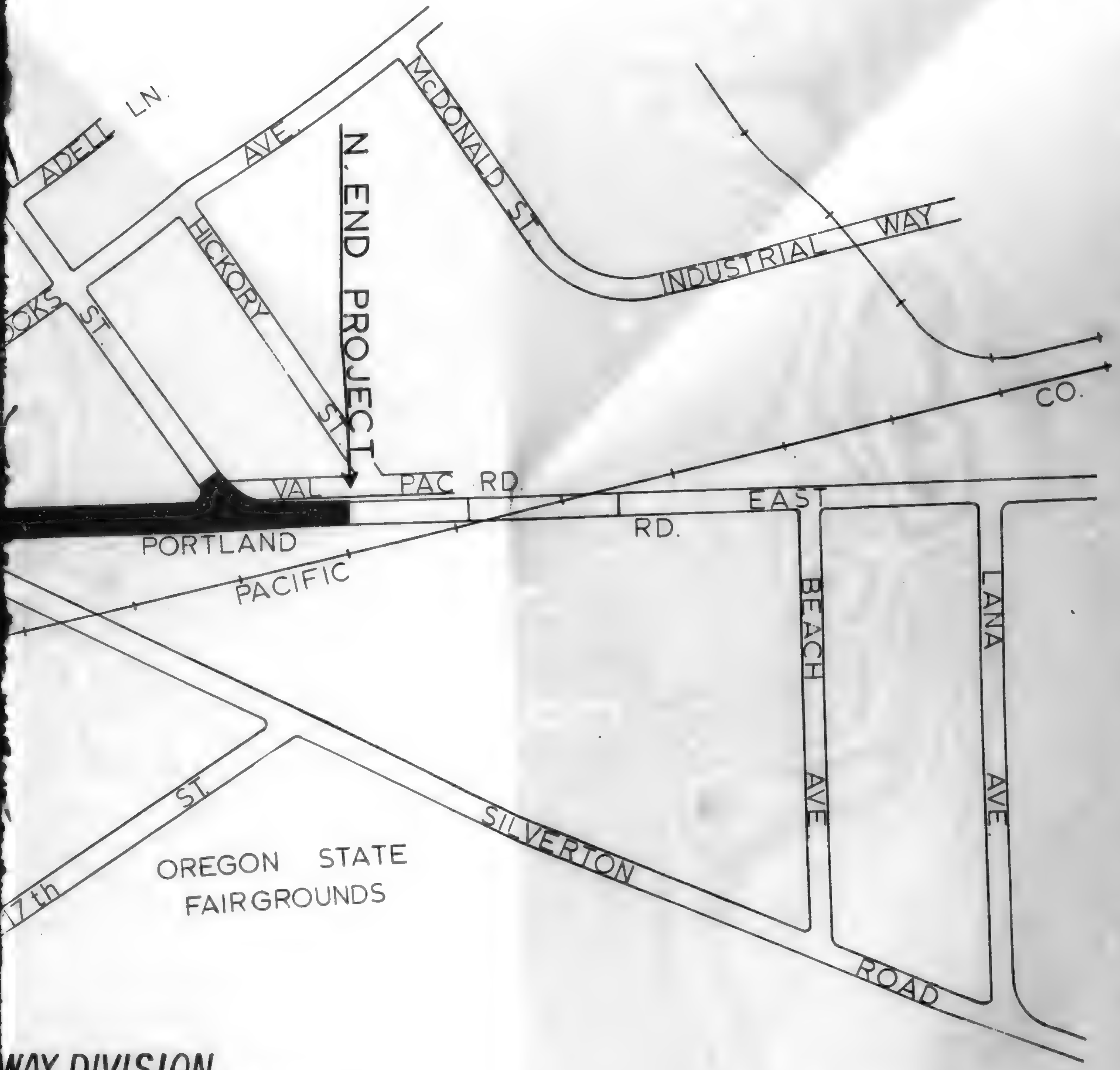
ST.
AVE.
BEACH
AVE.
LANA
AVE.
17th ST.
OREGON STATE
FAIRGROUNDS
SILVERTON
ROAD

ON STATE HIGHWAY DIVISION
DOR & DESIGN HEARING MAP
CADEMY ST. NE (SALEM) SEC.
FIC HIGHWAY EAST
MARION COUNTY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PACIFIC
BEACH AVE.
LANA AVE.
ST.
SILVERTON ROAD
OREGON STATE FAIRGROUNDS
17th

WAY DIVISION

GN HEARING MAP

ST. NE (SALEM) SEC.

VAY EAST

UNTY

SHEET NO.	DESCRIPTION
INDEX OF SHEETS	
1	Title Sheet
2	Typical Sections
2A	Details
2B	Stage Construction
2C	Temporary Protection & Direction of Traffic ← Not Included
2D	Pipe Data
2E	Signing
2F	Summary
3-8 Incl.	Plan

Not Included (2E–2F)

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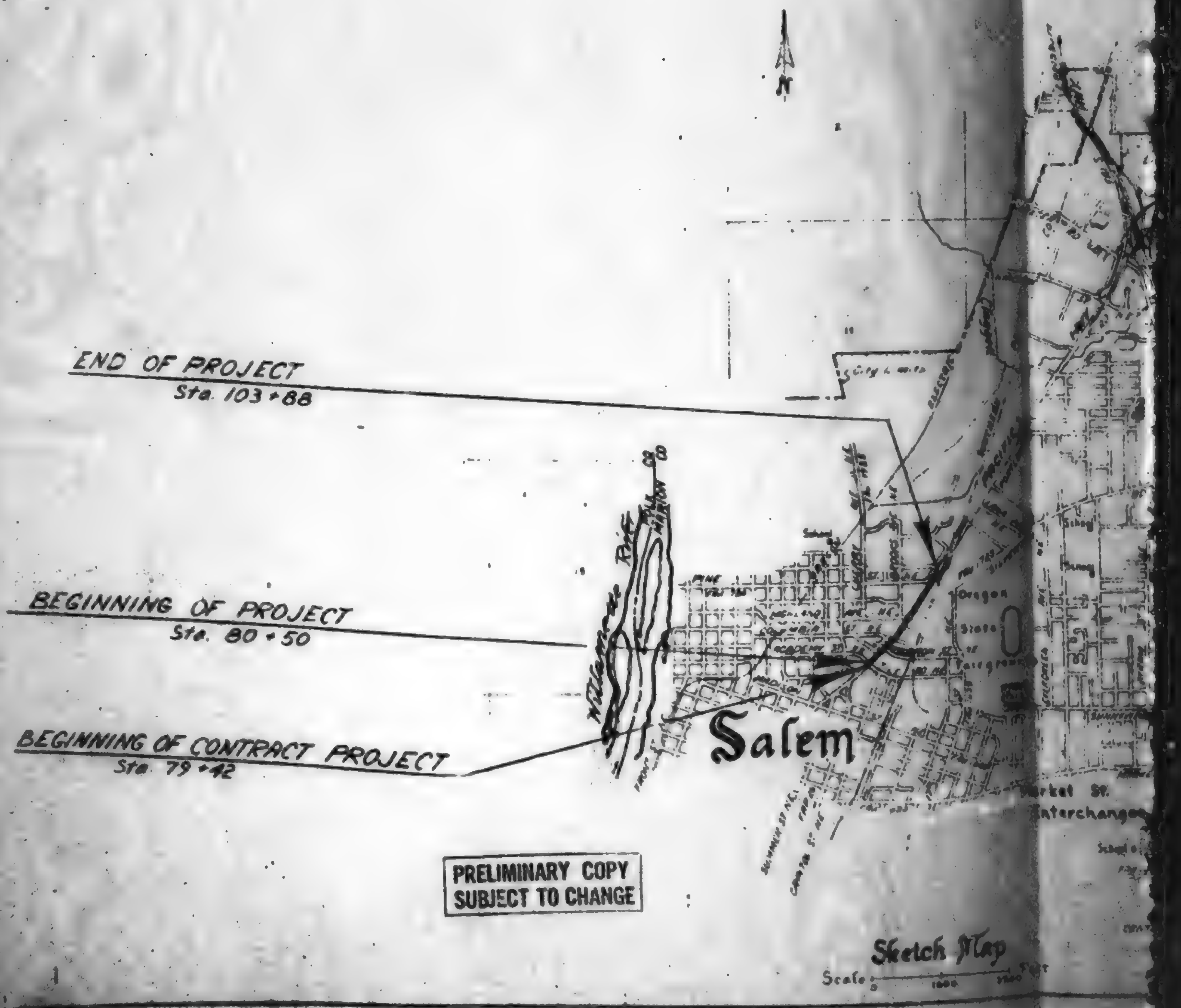
STATE HIGHW

PLANS FOR PRO

PINE ST. N.E. ~ ACADEM

PACIFIC HI

MARION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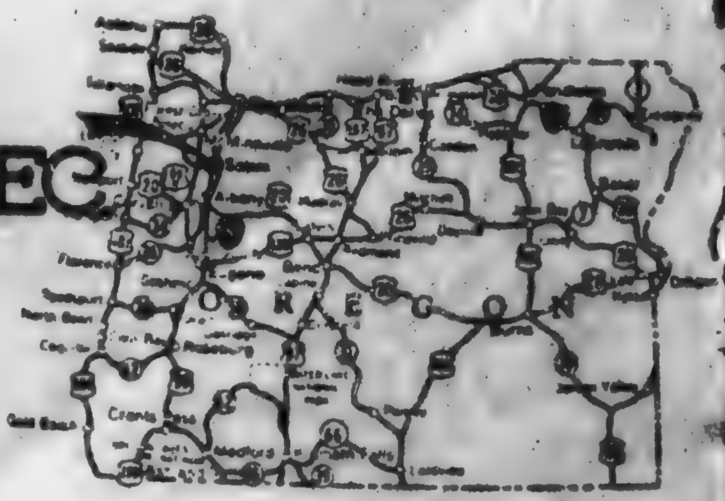
END OF PROJECT
Sta. 103+88
BEGINNING OF PROJECT
Sta. 80+50
BEGINNING OF CONTRACT PROJECT
Sta. 79+42
Willamette River
City Limits
Salem
Oregon State Fairgrounds
Market St. Interchange
Sketch Map
Scale 0 1000 2000 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

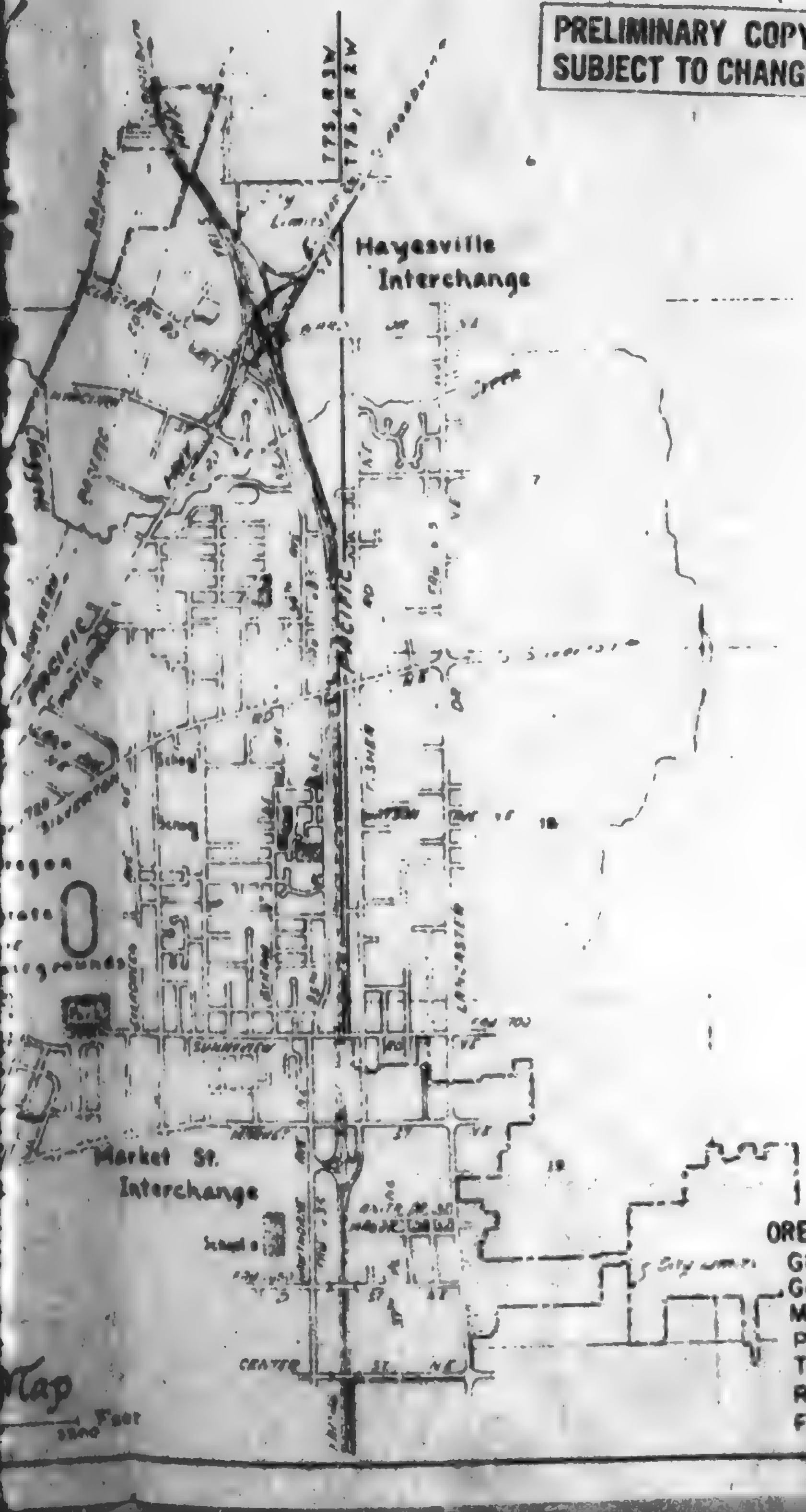
Pine St. N.E.–Academy St. N.E. (Salem) Sec. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			[illegible]

TATE OF OREGON
HIGHWAY DIVISION
NS FOR PROPOSED PROJECT

CADEMY ST. N.E. (SALEM) SEC.
ACIFIC HIGHWAY EAST
MARION COUNTY



PRELIMINARY COPY
SUBJECT TO CHANGE


Hayesville Interchange
Market St. Interchange
PACIFIC
Sunnyview
Lancaster
Center St. NE
City Limits
regon
tate
rgrounds
Map
Feet

N.S. COULTER

H.S Coulter STATE HIGHWAY ENGINEER

E.S Hunter DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P Hollern	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER DATE

PINE ST. N.E.–ACADEMY ST. N.E. (SALEM) SEC. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			[illegible]

F OREGON

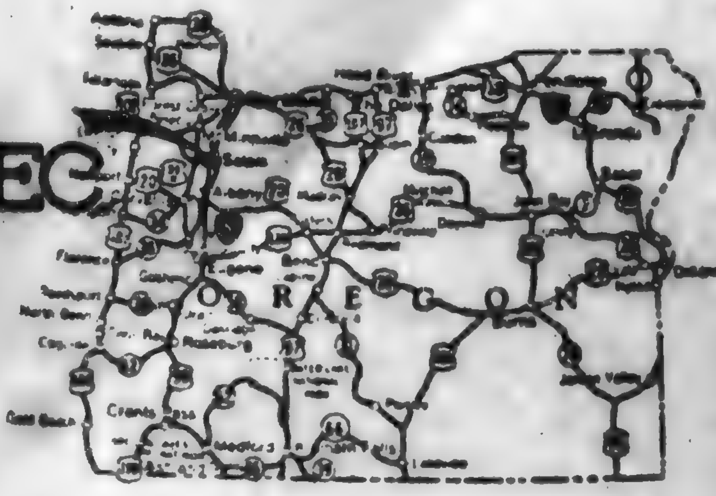
WAY DIVISION

OPOSED PROJECT

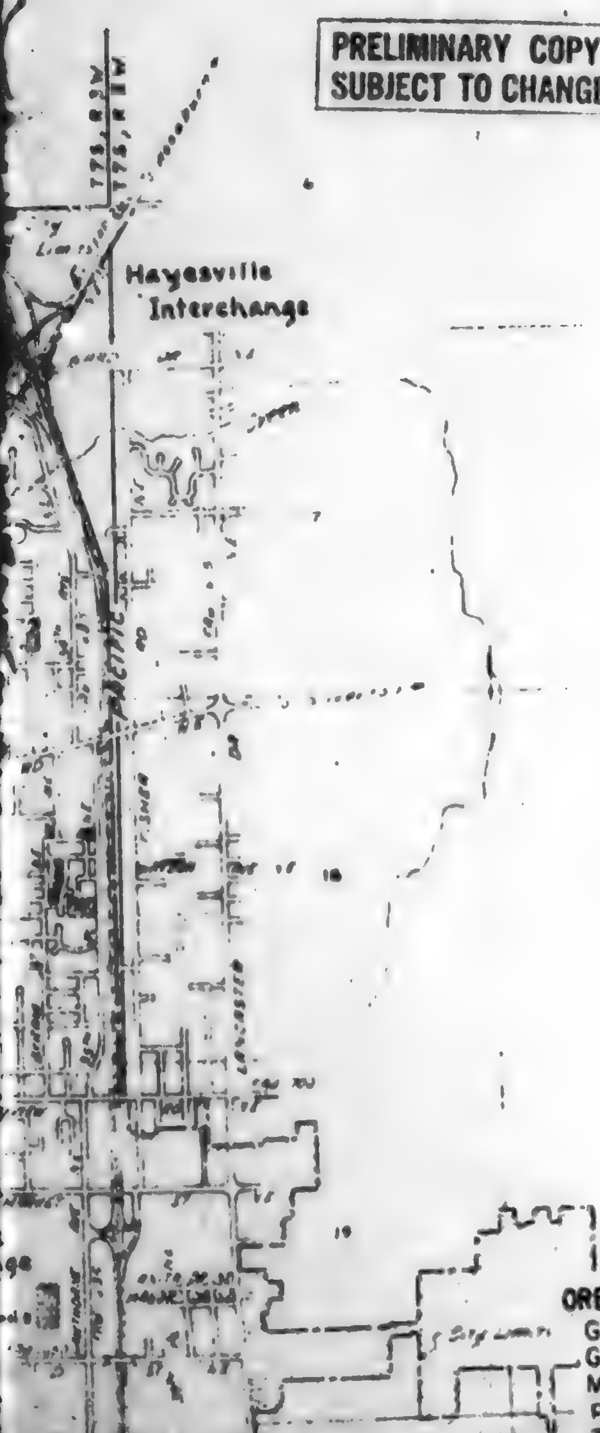
MY ST. N.E.(SALEM) SEC.

IGHWAY EAST

O COUNTY



PRELIMINARY COPY
SUBJECT TO CHANGE



H. S. COULTER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
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Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

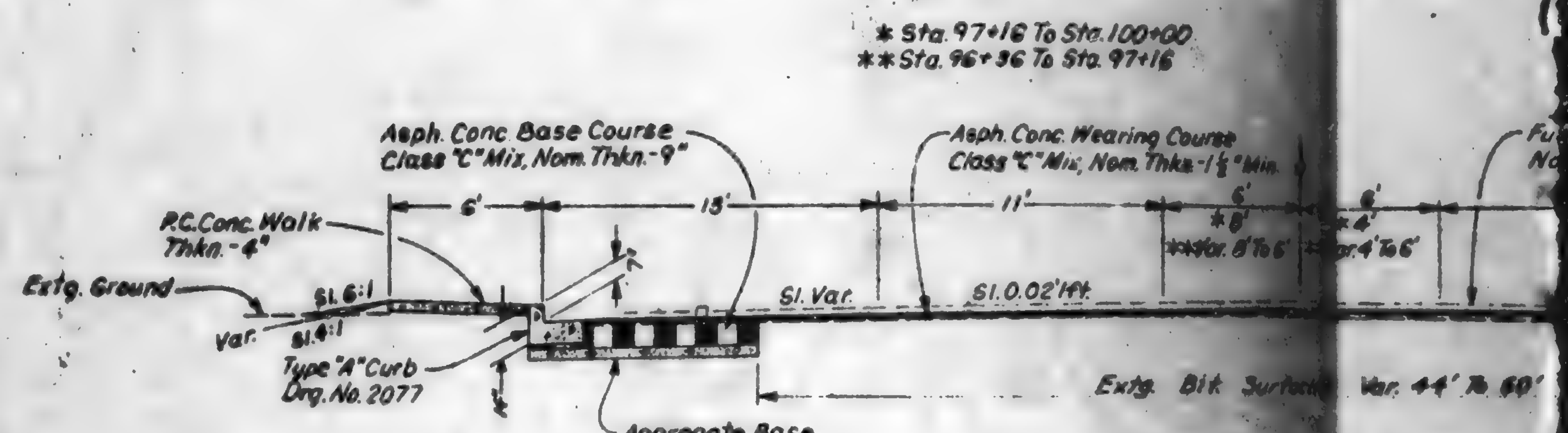
APPROVED:

DIVISION ENGINEER DATE

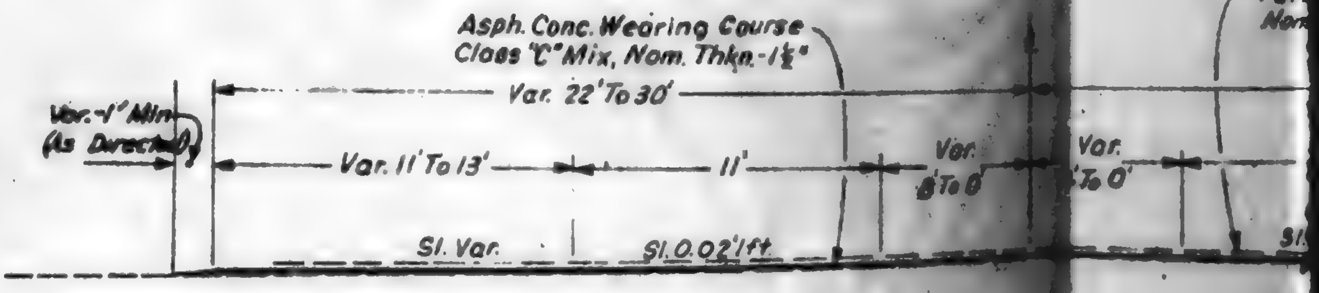
TYPICAL SEC IONS

PRELIMINARY COPY
SUBJECT TO CHANGE

R/W Map 95-14-25


* Sta. 97+16 To Sta. 100+00
** Sta. 96+36 To Sta. 97+16
Asph. Conc Base Course
Class "C" Mix, Nom. Thkn.-9"
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-1½" Min.
P.C. Conc. Walk
Thkn.-4"
Extg. Ground
Var.
Sl. 6:1
Sl. 4:1
6'
13'
11'
6'
* 8'
** Var. 8' To 6'
4'
* 4'
** Var. 4' To 6'
Sl. Var.
Sl. 0.02'/ft.
Type "A" Curb
Drg. No. 2077
Aggregate Base
Nom. Comp. Thkn.-4"
Extg. Bit. Surface Var. 44' To 60'

STA. 80+50 To STA. 100+0


Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-1½"
Var. 22' To 30'
Var.-1" Min.
(As Directed)
Var. 11' To 13'
11'
Var.
8' To 0'
Var.
To 0'
Sl. Var.
Sl. 0.02'/ft.

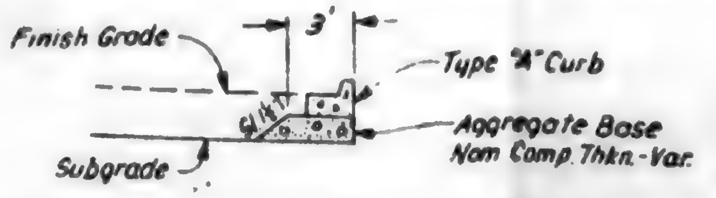
STA. 100+00 To STA. 103+88

PRELIMINARY C PY
SUBJECT TO CH NGE

Eriksen, Lau, Ulmer

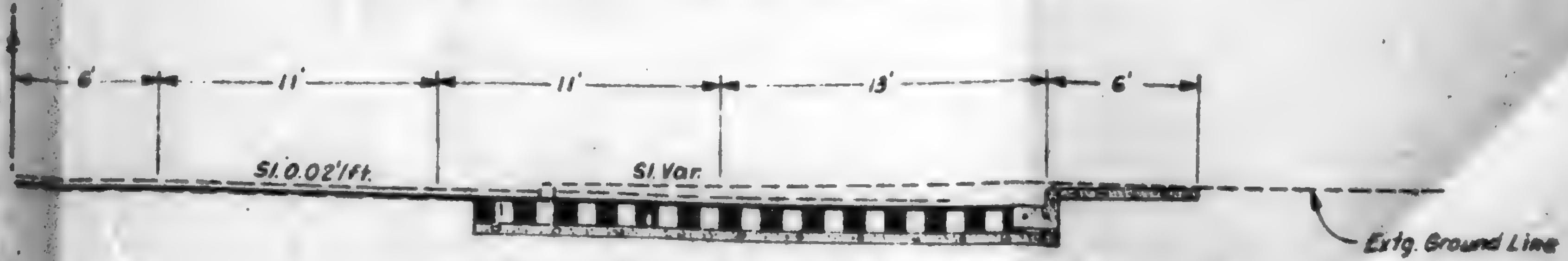
CTIONS

Pine St. NE-Academy St. NE (Salem) Sec. PACIFIC HIGHWAY EAST MARION COUNTY					Sheet No. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	
10	OREGON			See	



Finish Grade
3'
Type "A" Curb
Sl. 1½:1
Aggregate Base
Nom. Comp. Thkn. - Var.
Subgrade

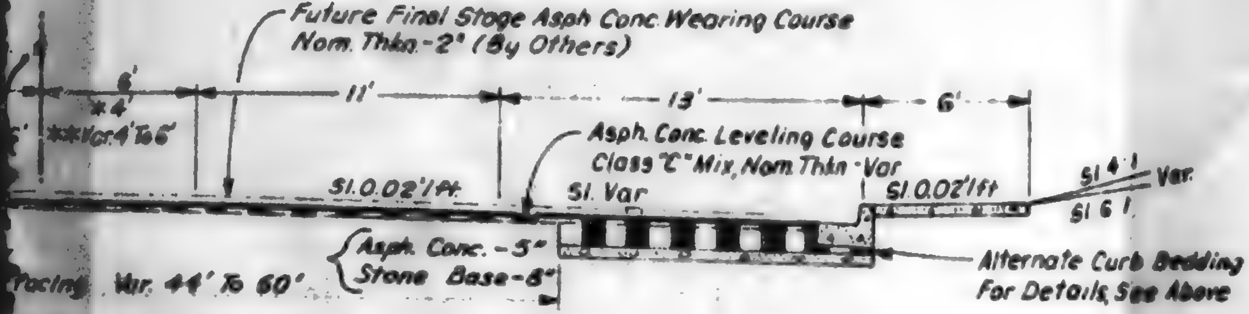
ALTERNATE CURB BEDDING DETAIL



6'
11'
11'
13'
6'
Sl. 0.02'/ft.
Sl. Var.
Extg. Ground Line

(For Surfacing Details Not Shown, See Section Below)

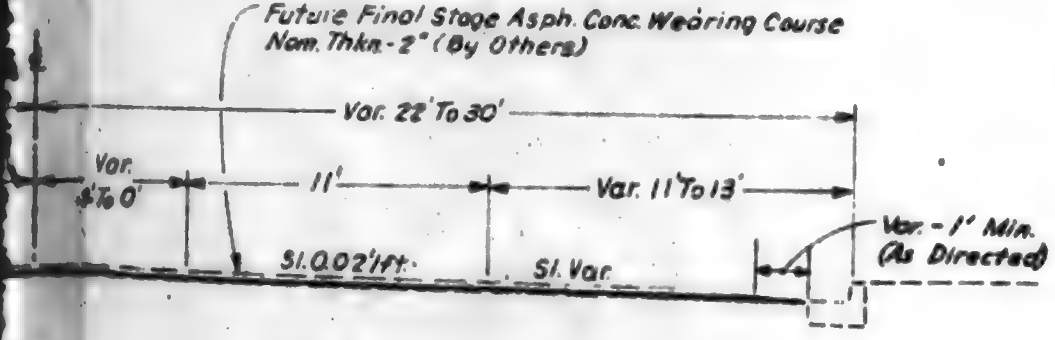
RIGHT TURN LANE



Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
6'
*4'
**Var. 4' To 6'
11'
13'
6'
Asph. Conc. Leveling Course
Class "C" Mix, Nom. Thkn. - Var.
Sl. 0.02'/ft.
Sl. Var.
Sl. 0.02'/ft.
Sl. 4:1
Sl. 6:1
Var.
Asph. Conc. - 5"
Stone Base - 8"
Alternate Curb Bedding
For Details, See Above
Surfacing Var. 44' To 60'

To STA. 100+00

PRELIMINARY COPY
SUBJECT TO CHANGE

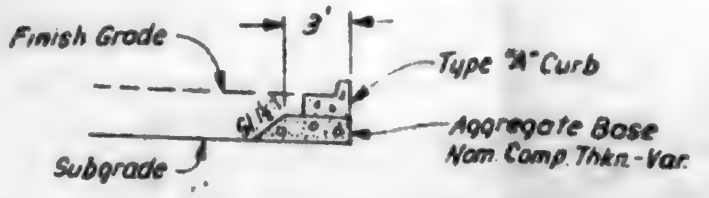


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
Var. 22' To 30'
Var.
4' To 0'
11'
Var. 11' To 13'
Var. - 1' Min.
(As Directed)
Sl. 0.02'/ft.
Sl. Var.

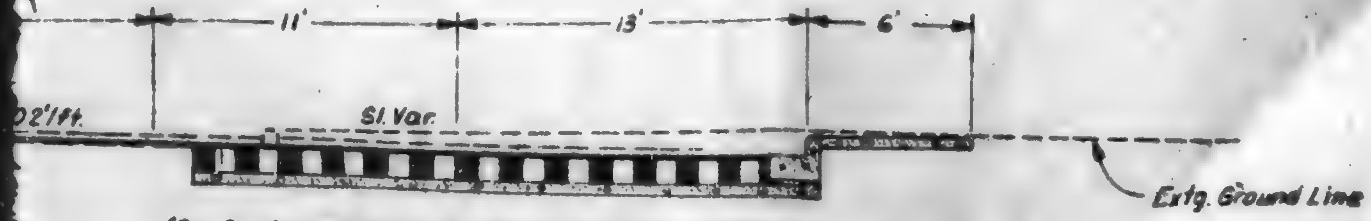
To STA. 103+88

RY COPY
CHANGE

Pine St. N.E.-Academy St. N.E. (Salem) Sec. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

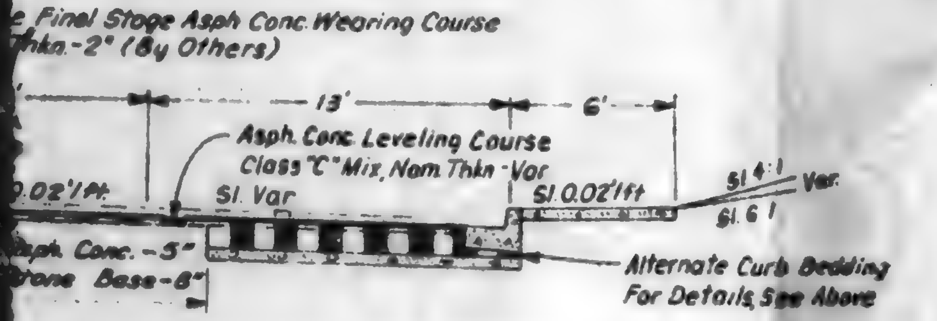

Finish Grade
3'
Type "A" Curb
Sl. 1:1
Aggregate Base
Nom. Comp. Thkn. - Var.
Subgrade

ALTERNATE CURB BEDDING DETAIL

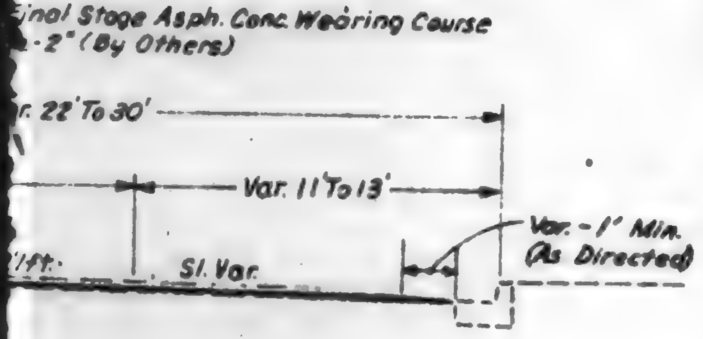

11'
13'
6'
0.02'/ft.
Sl. Var.
Extg. Ground Line

(For Surfacing Details Not Shown, See Section Below)

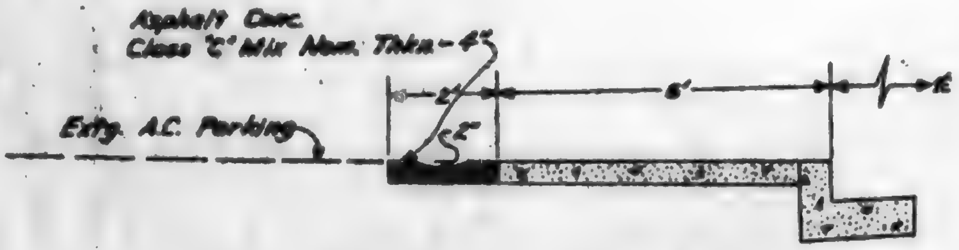
RIGHT TURN LANE


e Final Stage Asph. Conc. Wearing Course
Thkn. - 2" (By Others)
13'
6'
Asph. Conc. Leveling Course
Class "C" Mix, Nom. Thkn. - Var.
0.02'/ft.
Sl. Var.
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 6:1
sph. Conc. - 5"
Stone Base - 8"
Alternate Curb Bedding
For Details, See Above

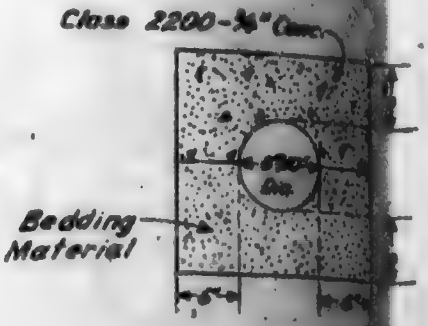
PRELIMINARY COPY
SUBJECT TO CHANGE


Final Stage Asph. Conc. Wearing Course
-2" (By Others)
r. 22' To 30'
Var. 11' To 13'
Var. - 1' Min.
(As Directed)
/ft.
Sl. Var.

PRELIMINARY COPY
SUBJECT TO CHANGE


Asphalt Conc.
Class "C" Mix Nom. Thkn.-4"
Extg. A.C. Parking
2'
2"
6'

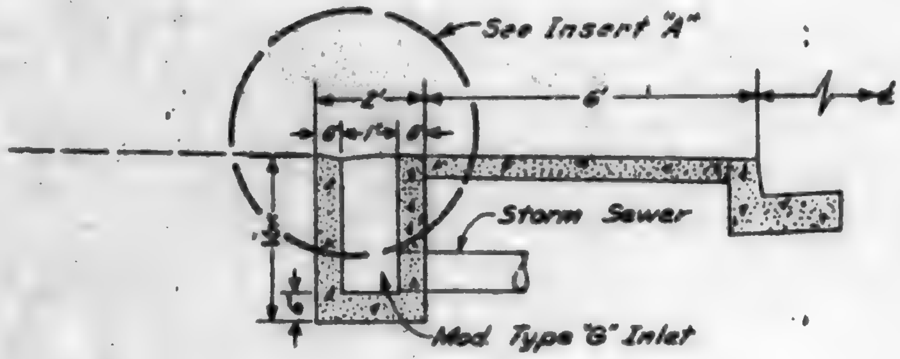
ASPHALT CONC. GUTTER
STA. 87+80 TO STA. 89+22 LT.


Class 2200-¾" Conc.
Bedding
Material
Dia.
6"
6"

CONC. PIPE PROTECTION

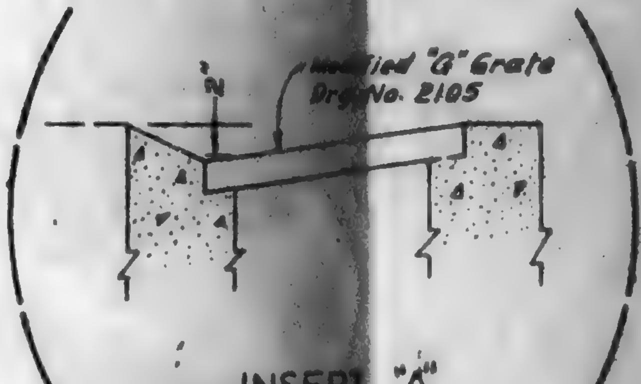
For Sewer With Less Than
Minimum Cover (If Directed)

STA. 96+25
95+34
93+65
85+58
85+25

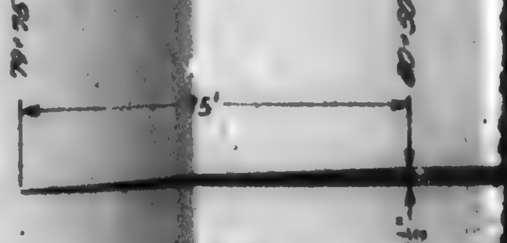

See Insert "A"
2'
6'
6"
1'
6"
Storm Sewer
Mod. Type "G" Inlet

INLETS IN ASPHALT CONC. GUTTER

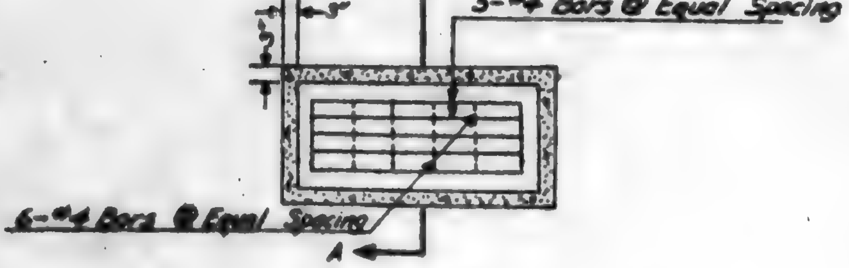
(For Location See Plans)


Modified "G" Grate
Drg. No. 2105

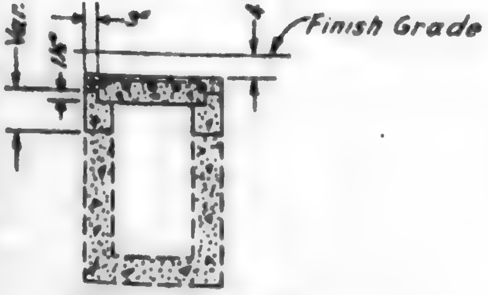
INSERT "A"



PAVING TAPER (Beginning


A
3"
3"
5-#4 Bars @ Equal Spacing
6-#4 Bars @ Equal Spacing
A

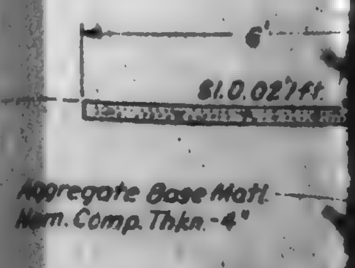
PLAN


3"
Finish Grade

SECTION A-A

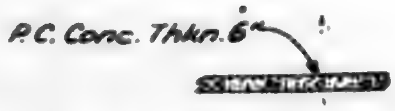
INLET COVER

PRELIMINARY COPY
SUBJECT TO CHANGE


6'
Sl. 0.02'/ft.
Aggregate Base Matl.
Nom. Comp. Thkn.-4"

PAVEMENT R

PINE ST. N.E.–ACADEMY ST. N.E. (SALEM) SEC. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 2A
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

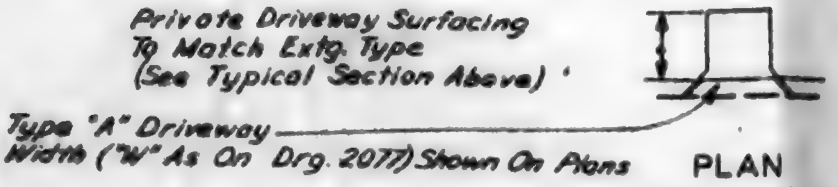

P.C. Conc. Thkn. 6"

P.C. CONCRETE

PRIVATE DRIVEWAY AND PRIVATE APPROACH SURFACING

TECTION

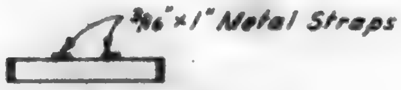
Less Than
Directed)


Private Driveway Surfacing
To Match Extg. Type
(See Typical Section Above)
Type "A" Driveway
Width ("W" As On Drg. 2077) Shown On Plans

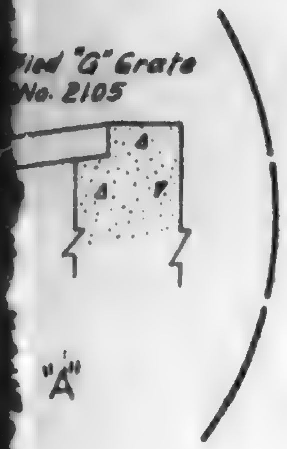
PLAN

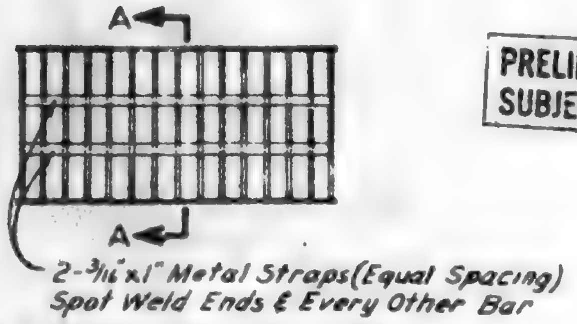
DRIVEWAY

(For Details Not Shown, See Drg. 2077)


3/16" x 1" Metal Straps

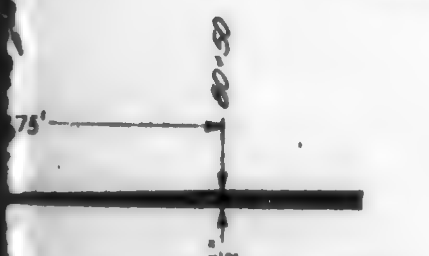
SECTION A-A


fied "G" Grate
No. 2105
"A"

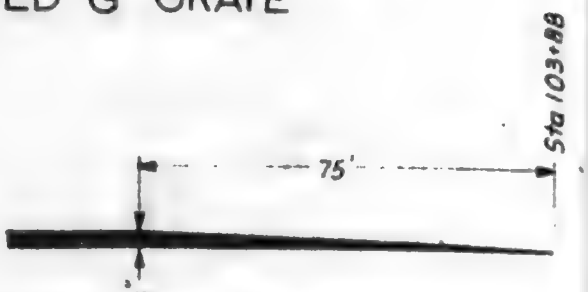

A
A
2-3/16" x 1" Metal Straps (Equal Spacing)
Spot Weld Ends & Every Other Bar

MODIFIED "G" GRATE

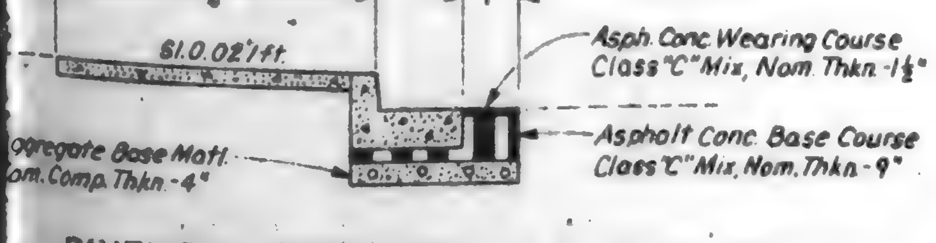
PRELIMINARY COPY
SUBJECT TO CHANGE



APER (Beginning Project)


75'
Sta 103+88

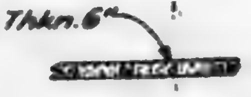
PAVING TAPER (End Project)


6'
1'
Sl. 0.02'/ft.
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. - 1½"
Asphalt Conc. Base Course
Class "C" Mix, Nom. Thkn. - 9"
ggregate Base Matl.
om. Comp. Thkn. - 4"

PAVEMENT REPLACEMENT AT CURB REMOVAL AREAS

(For Location, See Plans)

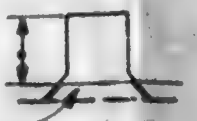
PINE ST. N.E.-ACADEMY ST. N.E. (SALEM) SEC. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



P.C. Conc. Thkn. 6"

P. C. CONCRETE

PRIVATE DRIVEWAY AND PRIVATE APPROACH SURFACING

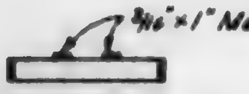


Private Driveway Surfacing
To Match Extg. Type
(See Typical Section Above)
"A" Driveway
th ("W" As On Drg. 2077) Shown On Plans

PLAN

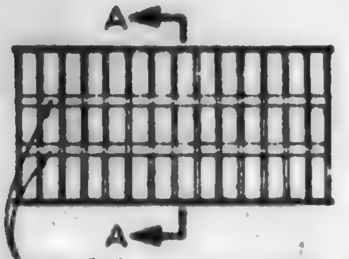
DRIVEWAY

(For Details Not Shown, See Drg. 2077)



3/16" × 1" Metal Straps

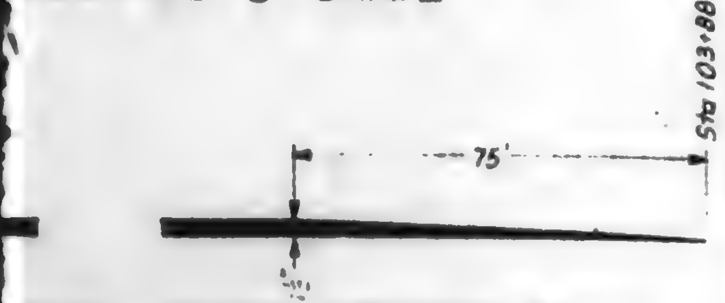
SECTION A-A



A
A
2-3/16"×1" Metal Straps (Equal Spacing)
Spot Weld Ends & Every Other Bar

MODIFIED "G" GRATE

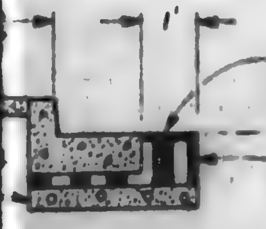
PRELIMINARY COPY
SUBJECT TO CHANGE



Sta 103+88
75'

roject)

PAVING TAPER (End Project)

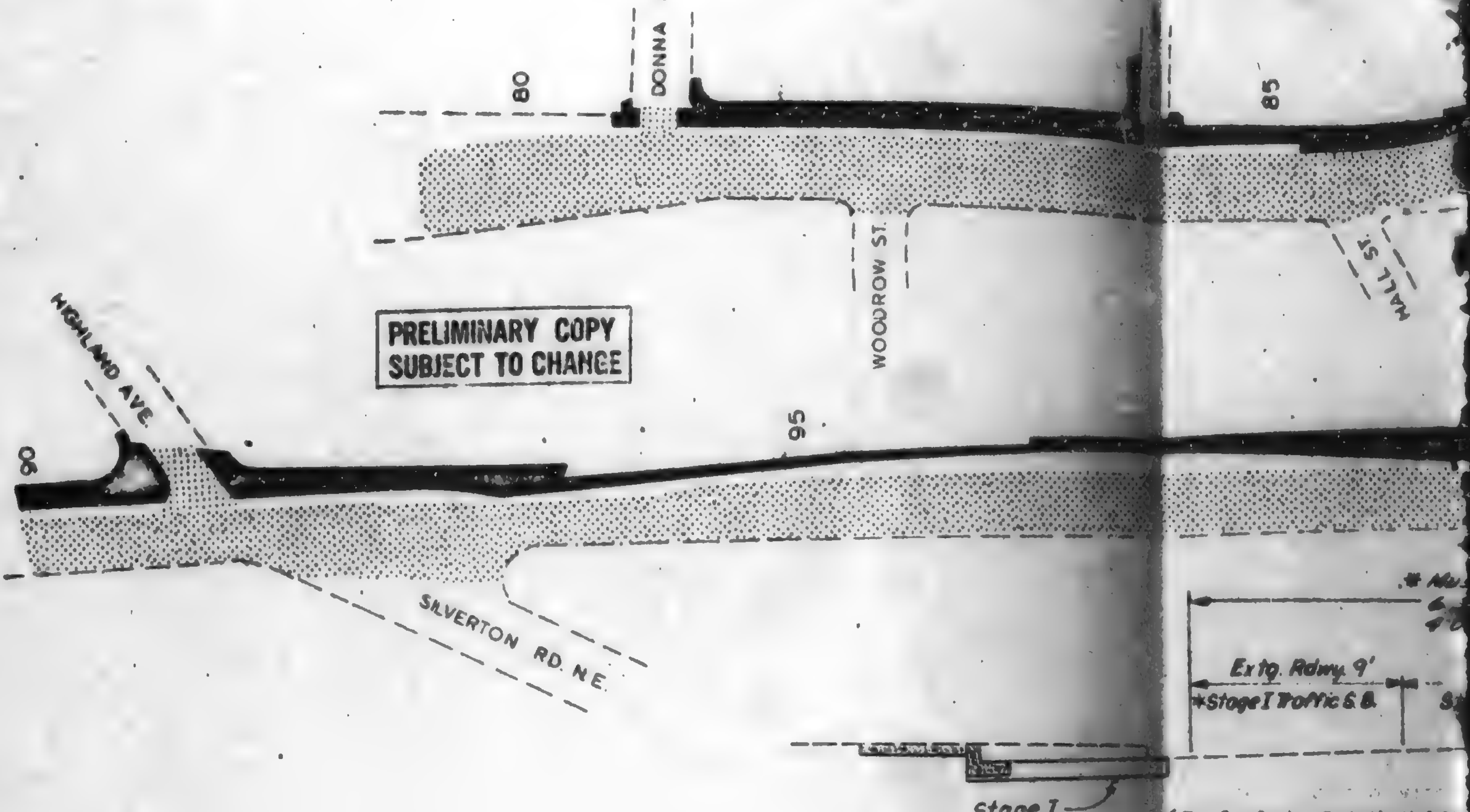


1'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. -1½"
Asphalt Conc. Base Course
Class "C" Mix, Nom. Thkn. -9"

PLACEMENT AT CURB REMOVAL AREAS

Location, See Plans)

STAGE CONSTRUCTI

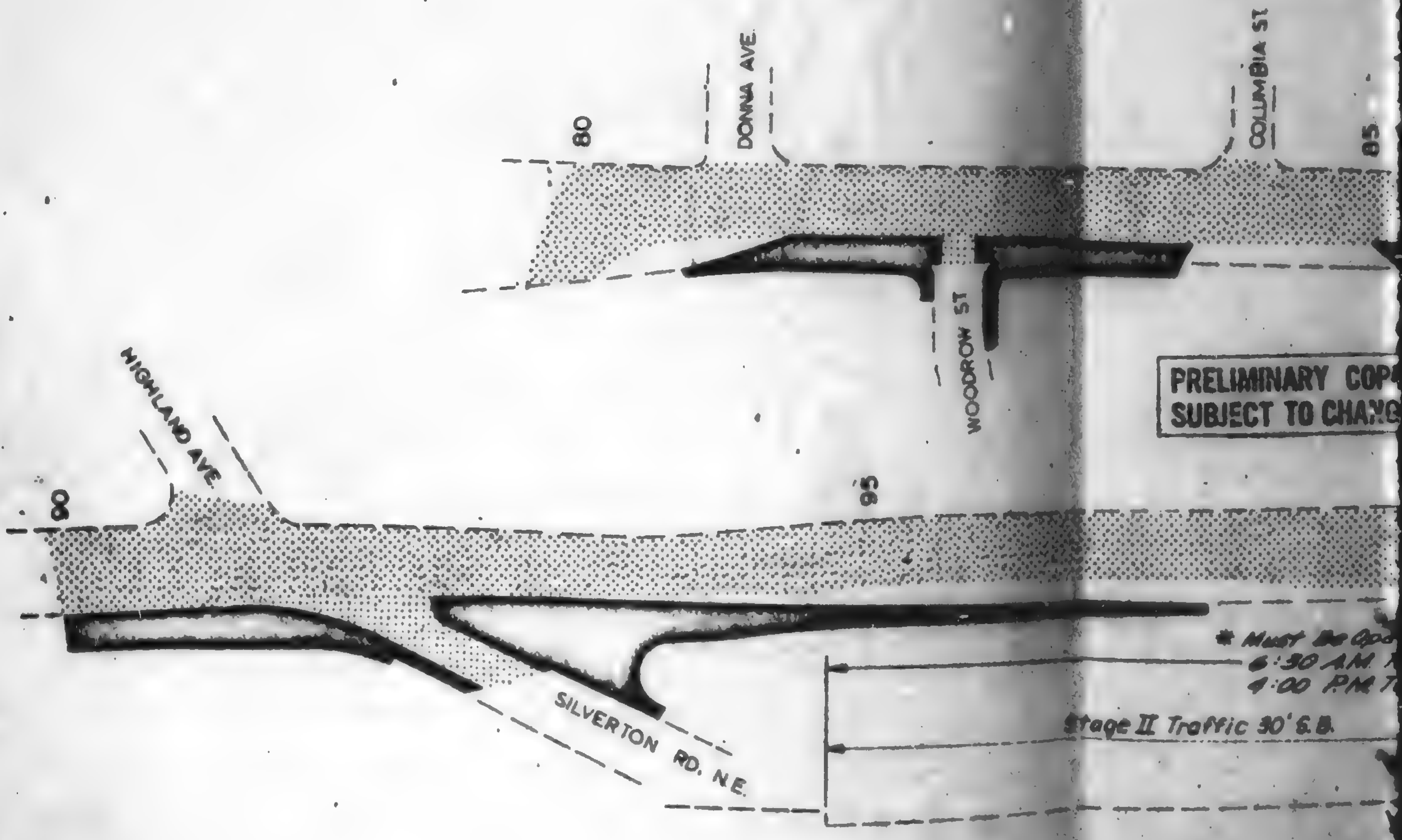


DONNA AVE.
80
85
WOODROW ST.
HALL ST.
HIGHLAND AVE.
90
95
SILVERTON RD. N.E.
Extg. Rdwy. 9'
*Stage I Traffic S.B.
Stage I

PRELIMINARY COPY
SUBJECT TO CHANGE

(For Surfacing Details Not Sho

STAGE I



DONNA AVE.
COLUMBIA ST.
80
85
WOODROW ST
HIGHLAND AVE.
90
95
SILVERTON RD. N.E.
* Must Be Ope
6:30 A.M.
4:00 P.M.
Stage II Traffic 30' S.B.

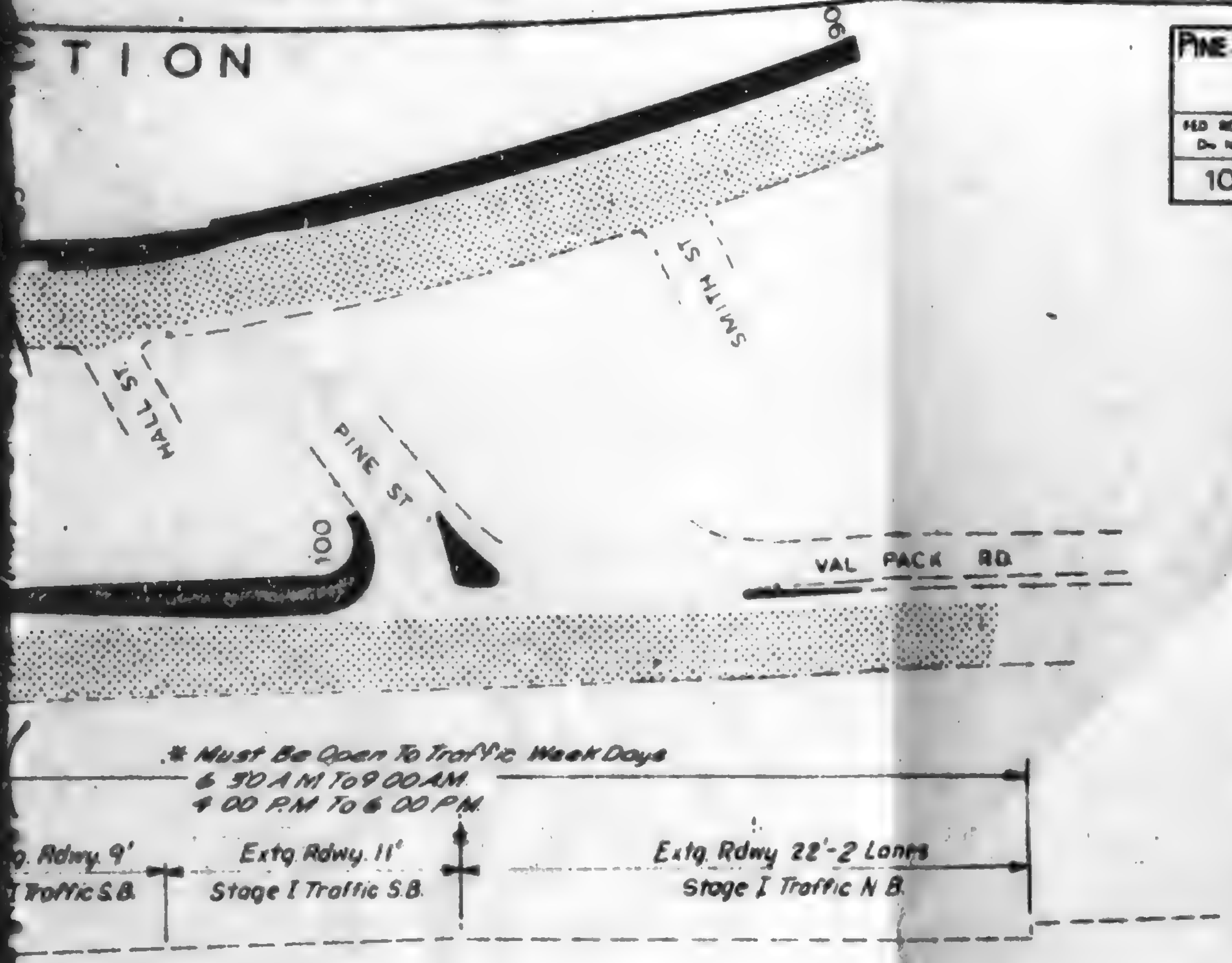
PRELIMINARY COP
SUBJECT TO CHANG

(For Surfacing Details Not Shown

STAGE II

PINE ST. N.E.–ACADEMY ST. N.E. (SALEM) SEC. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

CTION


90
SMITH ST
HALL ST
PINE ST
100
VAL PACK RD.
* Must Be Open To Traffic Week Days
6:30 A.M. To 9:00 A.M.
4:00 P.M. To 6:00 P.M.
tg. Rdwy. 9'
Traffic S.B.
Extg. Rdwy. 11'
Stage I Traffic S.B.
Extg. Rdwy. 22'-2 Lanes
Stage I Traffic N.B.

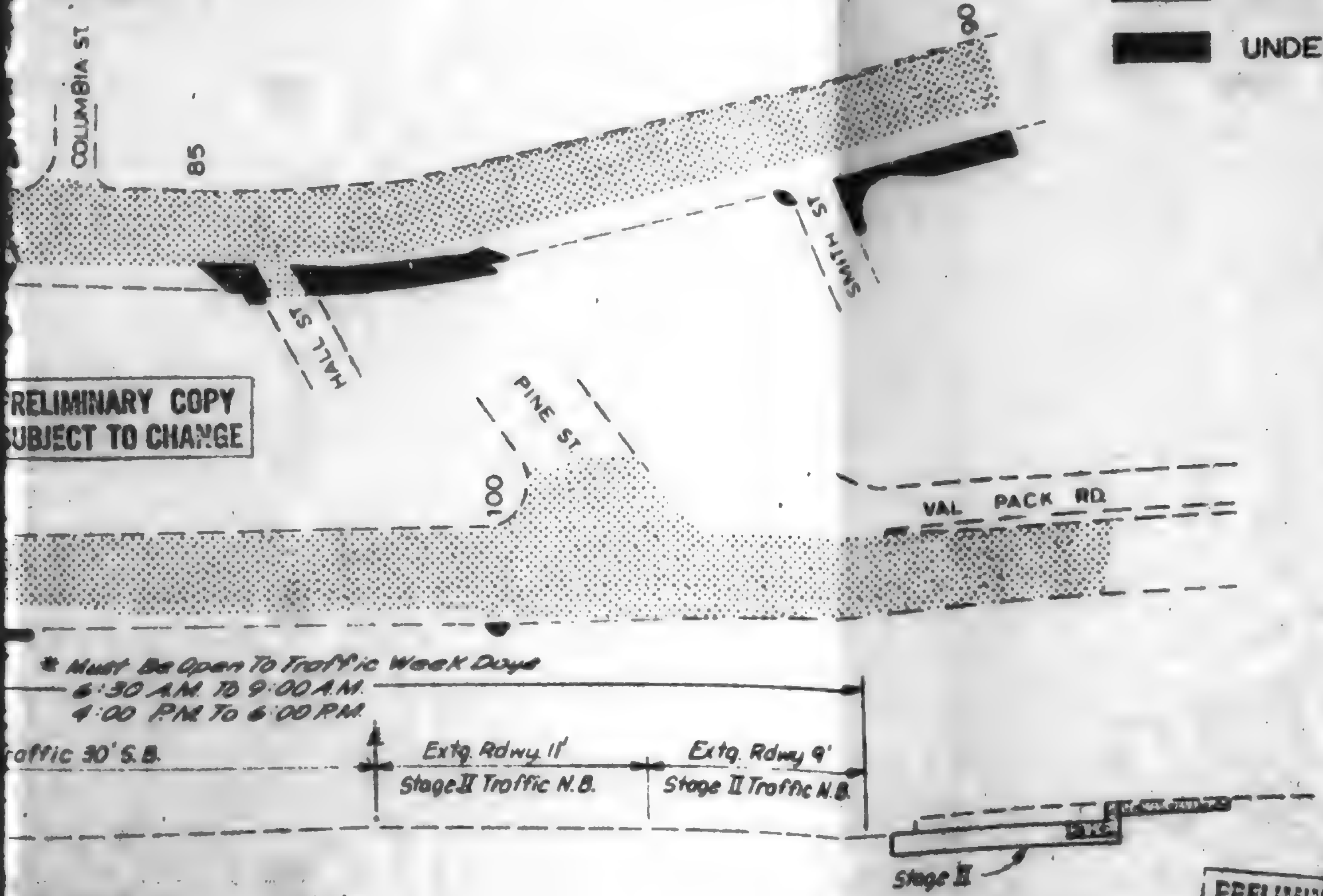
PRELIMINARY COPY
SUBJECT TO CHANGE

acing Details Not Shown See Sht. 2)

STAGE I

▨ UNDER TRAFFIC

■ UNDER CONSTRUCTION


90
COLUMBIA ST
85
SMITH ST
HALL ST
PINE ST
100
VAL PACK RD.
* Must Be Open To Traffic Week Days
6:30 A.M. To 9:00 A.M.
4:00 P.M. To 6:00 P.M.
raffic 30' S.B.
Extg. Rdwy. 11'
Stage II Traffic N.B.
Extg. Rdwy. 9'
Stage II Traffic N.B.
Stage II

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ng Details Not Shown See Sht. 2)

STAGE II

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GENERAL NOTES
1 A check (✓) indicates column heading applies
2 A new pipe culvert installation shall be of like material throughout
3. Extensions of existing metal culverts may be of unlike metal or corrugations. For connecting details, see standard dwg 2001-B
4 Dimensions shown are nominal
5 Corrugation dimensions shown are nominal for annularly corrugated metal pipe. Variable helical corrugation dimensions and the permissible tolerances for both corrugation kinds shall conform to the AASHTO specification for the type of material and the diameter of pipe involved

FOOTNOTES
① Cross-sectional dimensions [illegible] are for galvanized iron or steel. Where aluminum is an acceptable alternate material, the applicable dimensions will be shown in the "Remarks" column thus: span x rise (corner radii)
② See Sec 603.30 Standard Specifications.
③ Cross-sectional shape of pipe, normal to longitudinal axis, with minimum cover
A = Arch Type
R = Round
E = Elliptical (5% nominal elongation by shop fabrication, strutting or tell-tale monitored backfill compaction)
④ Types of metal pipe coatings
Type A = Asphalt coated
Type C = Asphalt coated with paved invert.
Type D = Asphalt coated and fully lined.
For further details, refer to Standard Specifications, sub-section 707.03.

⑤ Minimum allowable diameter for Class I nonreinforced pipe is 15" inches.

⑥ Design height of cover shall be measured to subgrade.
⑦ Pipe material abbreviations
CA - Corrugated
CAA - Corrugated pipe arch } Aluminum
PA - Perforated
CS - Corrugated
CSA - Corrugated pipe arch } Steel
PS - Perforated
NC - Nonreinforced
RC - Reinforced
CIPC - Cast-in-place } Concrete
PC - Perforated
PAC - Perforated asbestos cement

GAGE EQUIV	
Gage	GALV. IR
18	
16	
14	
12	
10	
8	

PRELIMINAR
SUBJECT T

SHEET NO.	NOTE REFERENCE NO. [AS SHOWN ON PLANS]	DESIGN HEIGHT OF COVER ⑥ FEET	PIPE CIRCULAR OR ELLIPTICAL SIZE IN INCHES 8 LENGTH IN FEET	10	12	15	18	21					ARCH TYPE ANNULAR OR HELICAL WELDED OR RIVETED SIZE (INCHES)	STRUCTURAL PLATE CROSS SECTIONAL DIMENSIONS ① SPAN (FEET - INCHES)	RISE	CORNER RADII (INCHES)	LENGTH (FEET)	USE/INSTALLATION CRITERIA DRAIN	CULVERT (CONDUIT)	CULVERT	IRRIGATION	SIPHON	STORM SEWER	SANITARY SEWER	OTHERS (SEE REMARKS)	WATER TIGHT JOINTS	METAL PIPE SLOPE ANCHORS	DIAPHRAGMS	RIGID PIPE CONCRETE ENCASEMENT	IMPERFECT TRENCH	TERMINAL TREATMENT SLOPED ENDS Not For Gen. Pipe Over 36" Dia.	SKEW [illegible]	PAVED END SLOPES	ANNULAR OR HELICAL ALUMINUM 2 2/3" x 1/2" PLATE THICK. (INCHES)	PIPE CROSS-SECTION ③	UNCOATED	COATING TYPE ④	6" x 1" PLATE THICK. (INCHES)	PIPE CROSS-SECTION ③	UNCOATED	COATING TYPE ④
3	①	1½		52																			✓			✓															
Sheet 4	⑥	2			120																		✓			✓															
	⑦	2			136																		✓			✓															
	⑧	2			60																		✓			✓															
	⑩	1½		10																			✓			✓															
Sheet 5	⑤	1½	6																				✓			✓															
	⑥	1	10																				✓			✓															
	⑧																																								
	⑨	1½	12																				✓			✓															
	⑩	1½	12																				✓			✓															
Sheet 6	⑤	8						36															✓			✓															
	⑥	7					188																✓			✓															
	⑧	1½	6																				✓			✓															
	⑨	1½			104																		✓			✓															
	⑩	1½				94																	✓			✓															
	⑪	1½				62																	✓			✓															
	⑫	1½	68																				✓			✓															
	⑰	1½	48																				✓			✓															
	⑱	2			102																		✓			✓															
Sheet 7	④	1	4																				✓			✓															
	⑤	6					152																✓			✓															
	⑦	6					114																✓			✓															
	⑧	6			34																		✓			✓															
	⑨	1	2																				✓			✓															

PRELIMI
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GAGE EQUIVALENCE TABLE		
GAGE	GALV. IRON & STEEL	ALUMINUM
	THICKNESS IN INCHES	
18	0.052	0.048
16	0.064	0.060
14	0.079	0.075
12	0.109	0.105
10	0.138	0.135
8	0.168	0.164

PIPE DATA SHEET

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Drg. No. 2050 Manhole
2050A
2105 Inlet
2105 A

* With Modified "6" Grate
See Sheet 2A

PINE St. N.E.-ACADEMY St. N.E. (SALEM) SEC. PACIFIC HIGHWAY EAST MARION COUNTY					SHEET No. 2D
FED. ROAD Div. No.	STATE	PROJECT NUMBER		FISCAL YEAR	TOTAL SHEETS
10	OREGON				See Index

ALTERNATE MATERIALS																											
OR HELICAL CORRUGATED METAL AND STRUCTURAL PLATE																											
ALUMINUM									GALVANIZED IRON AND STEEL																		
SIZE OF CORRUGATIONS																											
6" x 1"				9" x 2½" (Structural Plate)					2 2/3" x 1/2"						3" x 1"						6" x 2" (Structural Plate)						
	PIPE CROSS-SECTION	UNCOATED	COATING TYPE	PLATE THICK. (INCHES) TOP AND SIDES	PLATE THICK. (INCHES) BOTTOM	PIPE CROSS-SECTION	PAVED INVERT	PLATE THICK. (INCHES)	PIPE CROSS-SECTION	UNCOATED	COATING TYPE	ASBESTOS PROT.	PLATE THICK. (INCHES)	PIPE CROSS SECTION	UNCOATED	COATING TYPE	ASBESTOS PROT.	PLATE THICK. (INCHES) TOP AND SIDES	PLATE THICK. (INCHES) BOTTOM	PIPE CROSS SECTION	PAVED INVERT						

PRELIMINARY COPY
SUBJECT TO CHANGE

RIGID									APPURTENANCES															REMARKS
PRE-CAST CONCRETE									MANHOLES							INLETS								
PLAIN ⑤			REINF.								CONC.					TYPE								
I	II	III	III	IV	V	CAST IN-PLACE CONCRETE	ASBESTOS CEMENT	BITUMINOUS-FIBER	DEPTH, TOP OF COVER TO INVERT FT	DIAMETER OF LARGEST PIPE IN BASE IN	PRECAST	CAST-IN-PLACE	DROP MANHOLE	WITH GRATE	SPECIAL	"CG" NUMBER REQUIRED	"D"			WITH SPECIAL GRATE	EXTENSION (FEET) LT	EXTENSION (FEET) RT	EXTRA PIPE MATERIAL ⑪	
	✓															*1								
	✓		✓													*1								
	✓		✓													*1								
	✓		✓													*1								
	✓															*1								
	✓															*1								
		✓														*1								
																*1								
	✓																*1							
	✓																*1							
✓			✓						8	21	✓	✓				*1								
✓			✓						7	21	✓	✓												
	✓															*1								
		✓	✓													*1								
		✓	✓													*1								
		✓	✓													*1								
	✓															2								
	✓															*1								
	✓		✓													*1								
		✓														*1								
✓			✓													*1								
✓			✓						6	18	✓	✓												
✓			✓													*1								
		✓														*1								

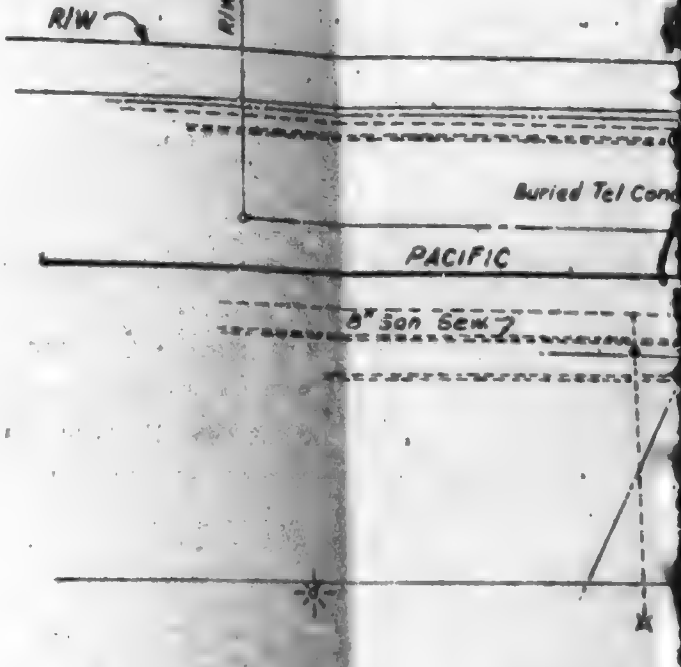
PRELIMINARY COPY
SUBJECT TO CHANGE

[illegible]-77

① Sta. 79+42
Const. Type "OG" Inlet
Inst. 10" Sewer Pipe-52'
Under Pvmt.-52'
Tr. Exc. 10 C.Y.
See Drg. Nos. 2050 & 2105

Sec.14, T.7S., R.3W., W

PRELIMINARY COPY
SUBJECT TO CHANGE


R/W
R/W 1+00.00 P.O.T.
Buried Tel Cond
PACIFIC
8" San Sew

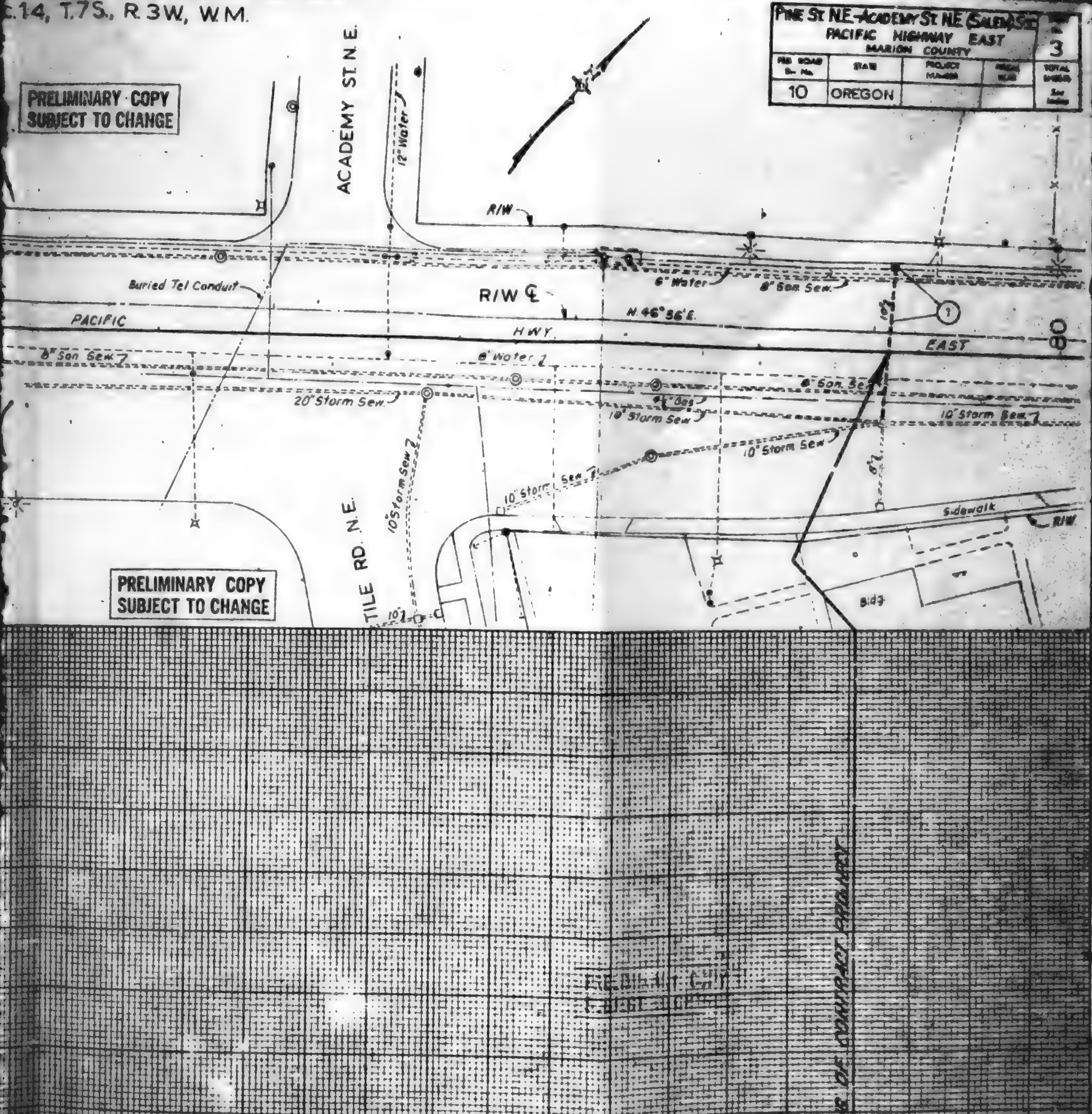
PRELIMINARY
SUBJECT TO

c.14, T.7S., R.3W., W.M.

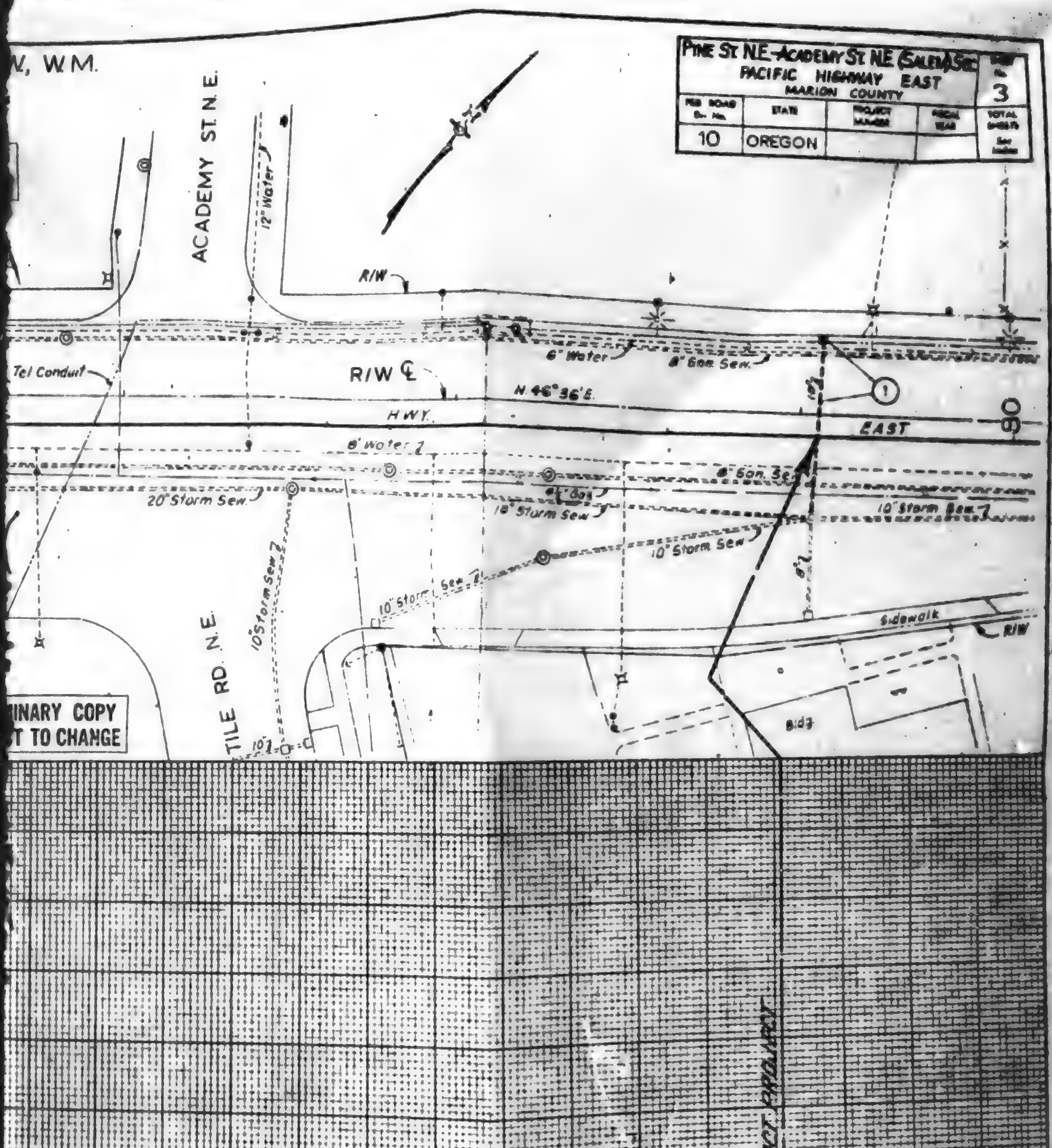
PINE ST. N.E.–ACADEMY ST. N.E. (SALEM) SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
10	OREGON			3

PRELIMINARY COPY
SUBJECT TO CHANGE


ACADEMY ST. N.E.
12" Water
R/W
Buried Tel Conduit
R/W ℄
PACIFIC
HWY.
EAST
N.46°36'E.
6" Water
8" San. Sew.
8" San. Sew.
8" Water
20" Storm Sew.
8" San. Sew.
6" Gas
10" Storm Sew.
10" Storm Sew.
10" Storm Sew.
10" Storm Sew.
10" Storm Sew.
TILE RD. N.E.
10'
10'
10'
①
80
Sidewalk
R/W
Bldg.
BEGINNING OF CONTRACT PROJECT
70

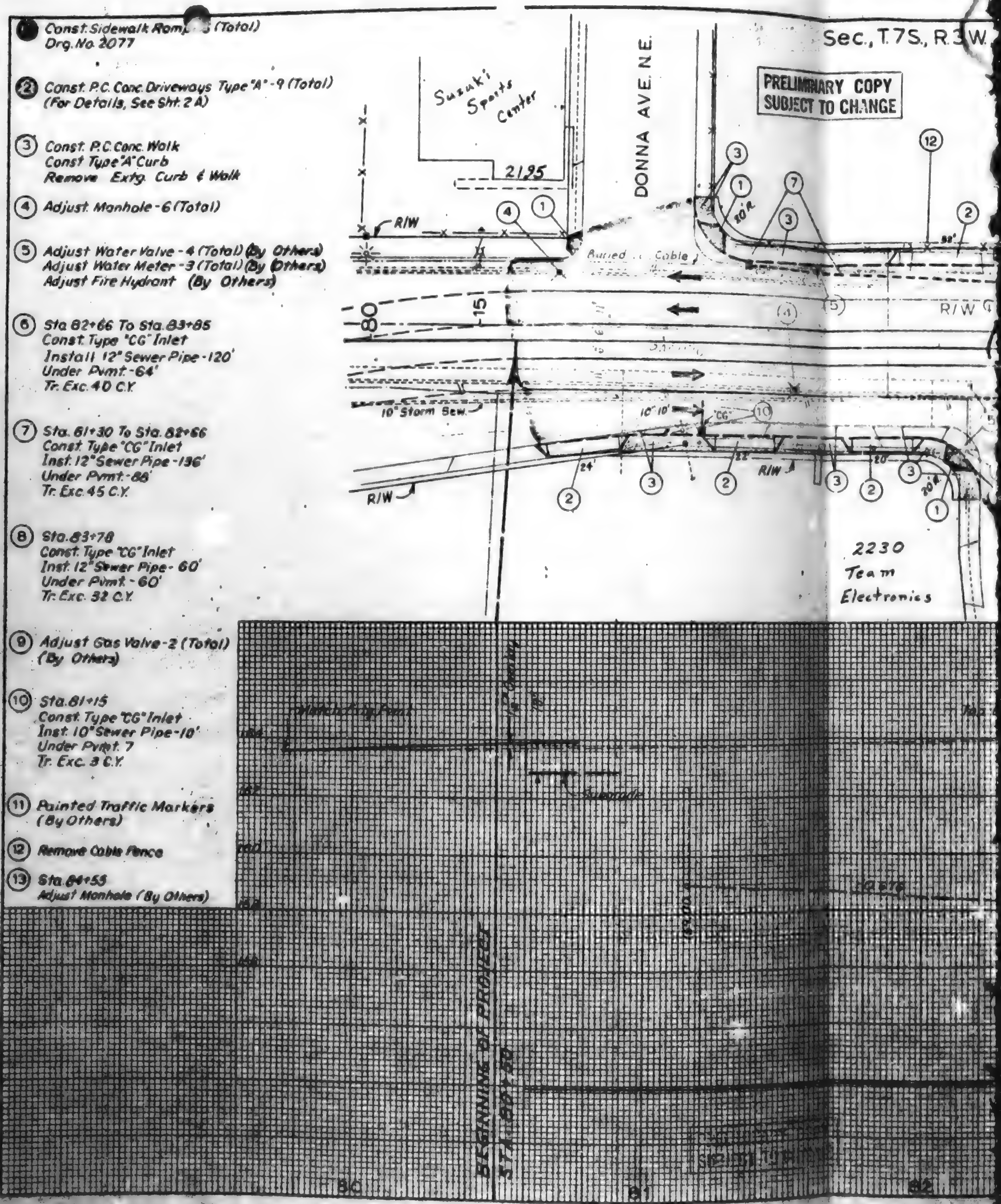
PRELIMINARY COPY
SUBJECT TO CHANGE



V, W.M.
ACADEMY ST. N.E.
12" Water
R/W
Tel Conduit
R/W ℄
6" Water
8" San. Sew.
①
N. 46° 36' E.
HWY.
EAST
80
8" Water
8" San. Sew.
20" Storm Sew.
8" San.
18" Storm Sew.
10" Storm Sew.
10" Storm Sew.
10" Storm Sew.
10" Storm Sew.
TILE RD. N.E.
Sidewalk
R/W
Bldg.
INARY COPY
T TO CHANGE
BEGINNING OF CONTRACT PROJECT
79
80

PINE ST. N.E.–ACADEMY ST. N.E. (SALEM) SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO. 3
10	OREGON			TOTAL SHEETS See Index


Sec., T.7S., R.3W.
PRELIMINARY COPY SUBJECT TO CHANGE
DONNA AVE. N.E.
Suzuki Sports Center
2195
R/W
Buried Cable
10" Storm Sew.
2230 Team Electronics
BEGINNING OF PROJECT STA. 80+50
80
15
80
81
82

① Const. Sidewalk Ramp[illegible] (Total)
Drg. No. 2077

② Const. P.C. Conc. Driveways Type "A" - 9 (Total)
(For Details, See Sht. 2 A)

③ Const. P.C. Conc. Walk
Const. Type "A" Curb
Remove Extg. Curb & Walk

④ Adjust Manhole - 6 (Total)

⑤ Adjust Water Valve - 4 (Total) (By Others)
Adjust Water Meter - 3 (Total) (By Others)
Adjust Fire Hydrant (By Others)

⑥ Sta. 82+66 To Sta. 83+85
Const. Type "CG" Inlet
Install 12" Sewer Pipe - 120'
Under Pvmt. - 64'
Tr. Exc. 40 C.Y.

⑦ Sta. 81+30 To Sta. 82+66
Const. Type "CG" Inlet
Inst. 12" Sewer Pipe - 136'
Under Pvmt. - 88'
Tr. Exc. 45 C.Y.

⑧ Sta. 83+78
Const. Type "CG" Inlet
Inst. 12" Sewer Pipe - 60'
Under Pvmt. - 60'
Tr. Exc. 32 C.Y.

⑨ Adjust Gas Valve - 2 (Total)
(By Others)

⑩ Sta. 81+15
Const. Type "CG" Inlet
Inst. 10" Sewer Pipe - 10'
Under Pvmt. 7
Tr. Exc. 3 C.Y.

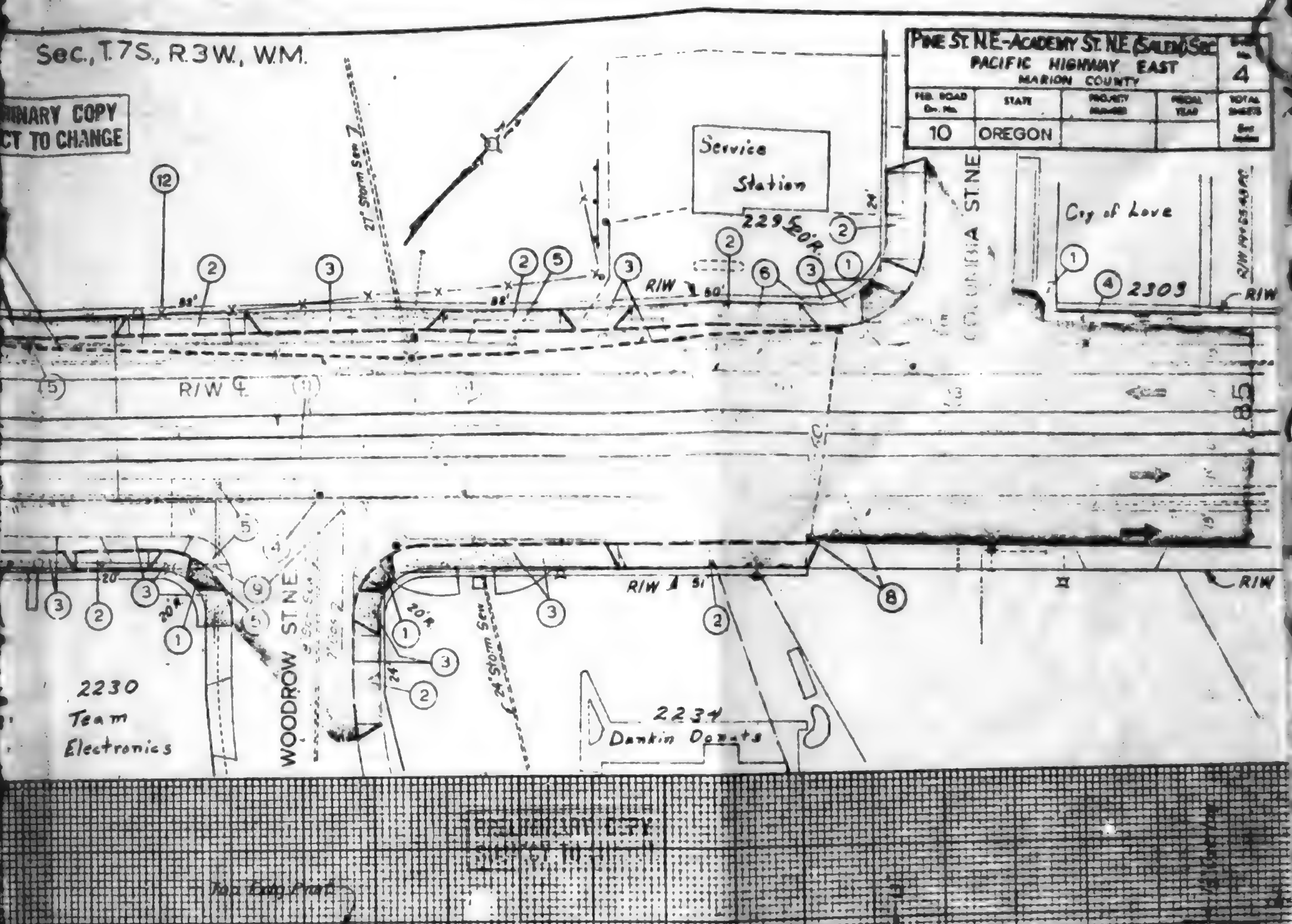
⑪ Painted Traffic Markers
(By Others)

⑫ Remove Cable Fence

⑬ Sta. 84+55
Adjust Manhole (By Others)

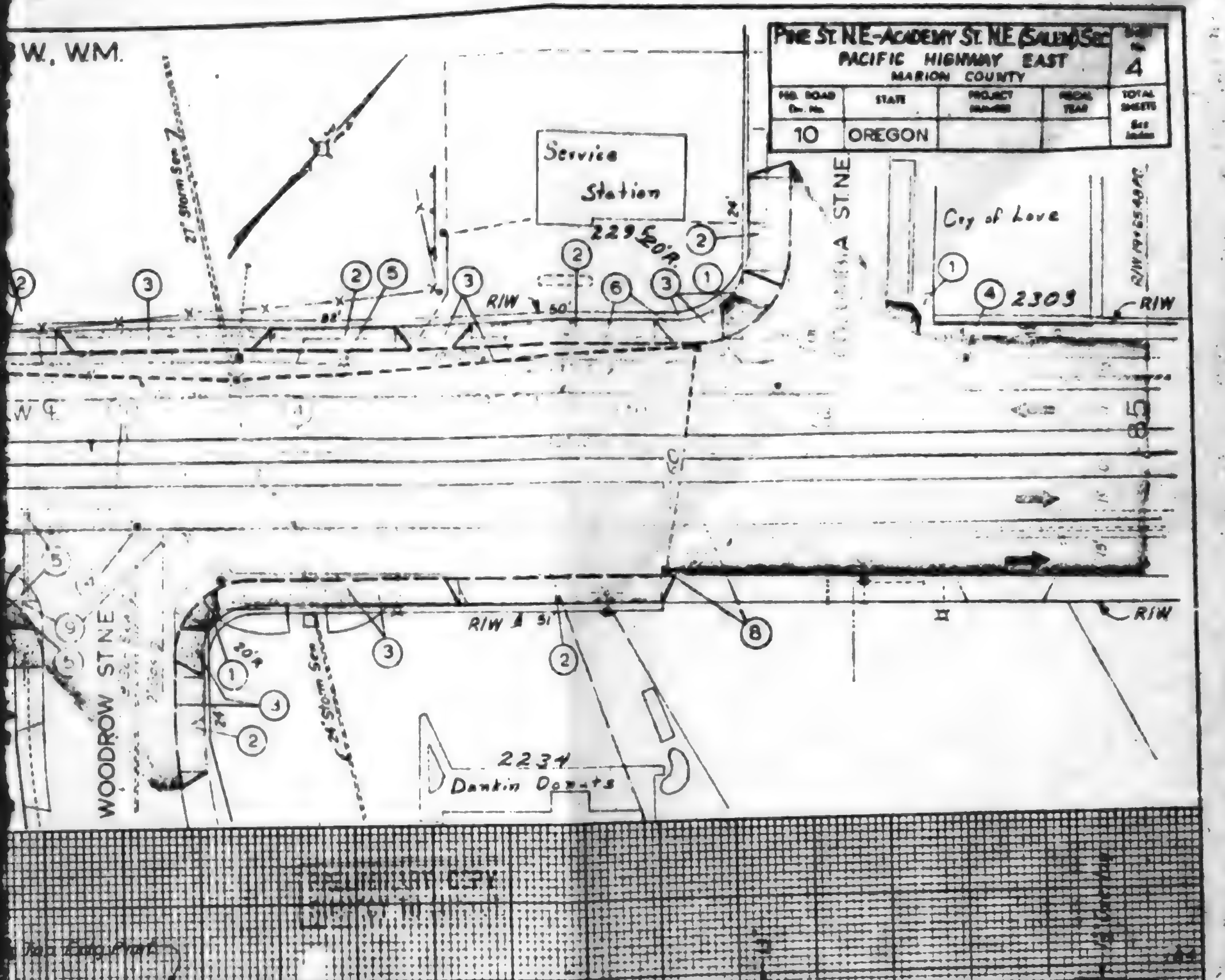
PINE ST. NE–ACADEMY ST. NE (SALEM) SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
10	OREGON			4	


Sec., T.7S., R.3W., W.M.
INARY COPY
CT TO CHANGE
27" Storm Sew
Service Station
2295
20'R
R/W
COLUMBIA ST. NE
City of Love
2303
R/W ℄
WOODROW ST. NE
2230
Team Electronics
24" Storm Sew
2234
Dunkin Donuts
20'R
R/W
Top Exist Pvmt
82
83
84
85

PINE ST. NE–ACADEMY ST. NE (SALEM) SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO. 4 TOTAL SHEETS
10	OREGON			See Index



W, WM.
Service Station
2295
20'R
27" Storm Sew.
R/W
50'
Cry of Love
2303
ST NE
R/W
85
R/W
RIW 31'
WOODROW ST NE
24" Storm Sew.
20'R
2234
Dunkin Donuts
PRELIMINARY COPY
84
85

① Const. Sidewal amp-4 (Total)

② Const. P.C. Conc. Driveway Type "A"-5 (Total)
(For Details, See Sht. 2A)

③ Const. P.C. Conc. Walk
Const. Type "A" Curb
Remove Extg. Curb & Walk

④ Adjust Manhole-5 (Total)

⑤ Sta. 85+25
Const. Type "CG" Inlet
Inst. 8" Sewer Pipe-6' (Conc. Pipe Protection)
Cap Extg. Inlet
Under Pvmt.-6'
Tr. Exc. 2 C.Y.
(For Details, See Sht. 2A)

⑥ Sta. 85+69
Const. Type "CG" Inlet
Inst. 8" Sewer Pipe-10' (Conc. Pipe Protection)
Cap Extg. Inlet
Under Pvmt.-8'
Tr. Exc. 3 C.Y.
(For Details, See Sht. 2A)

⑦ Adjust Gas Valve-3 (Total) (By Others)
Adjust Water Valve-5 (Total) (By Others)
Adjust Water Meter-8 (Total) (By Others)

⑧ Sta. 86+50
Const. Type "CG" Inlet
(Connect To Extg. 8" Sew. Pipe)

⑨ Sta. 88+15
Const. Type "G" Inlet
Inst. 8" Sewer Pipe-12'
Tr. Exc. 4 C.Y.

⑩ Sta. 89+47
Const. Type "G" Inlet
Inst. 8" Sewer Pipe-12'
Tr. Exc. 4 C.Y.

⑪ Painted Traffic Marker
(By Others)

⑫ Sta. 87+80 To Sta. 89+72
Const. Asph. Conc. Gutter
(For Details, See Sht. 2A)

⑬ Sta. 88+78
Adjust Manholes-2
(By Others)

Sec. 14, T.7S., R.3

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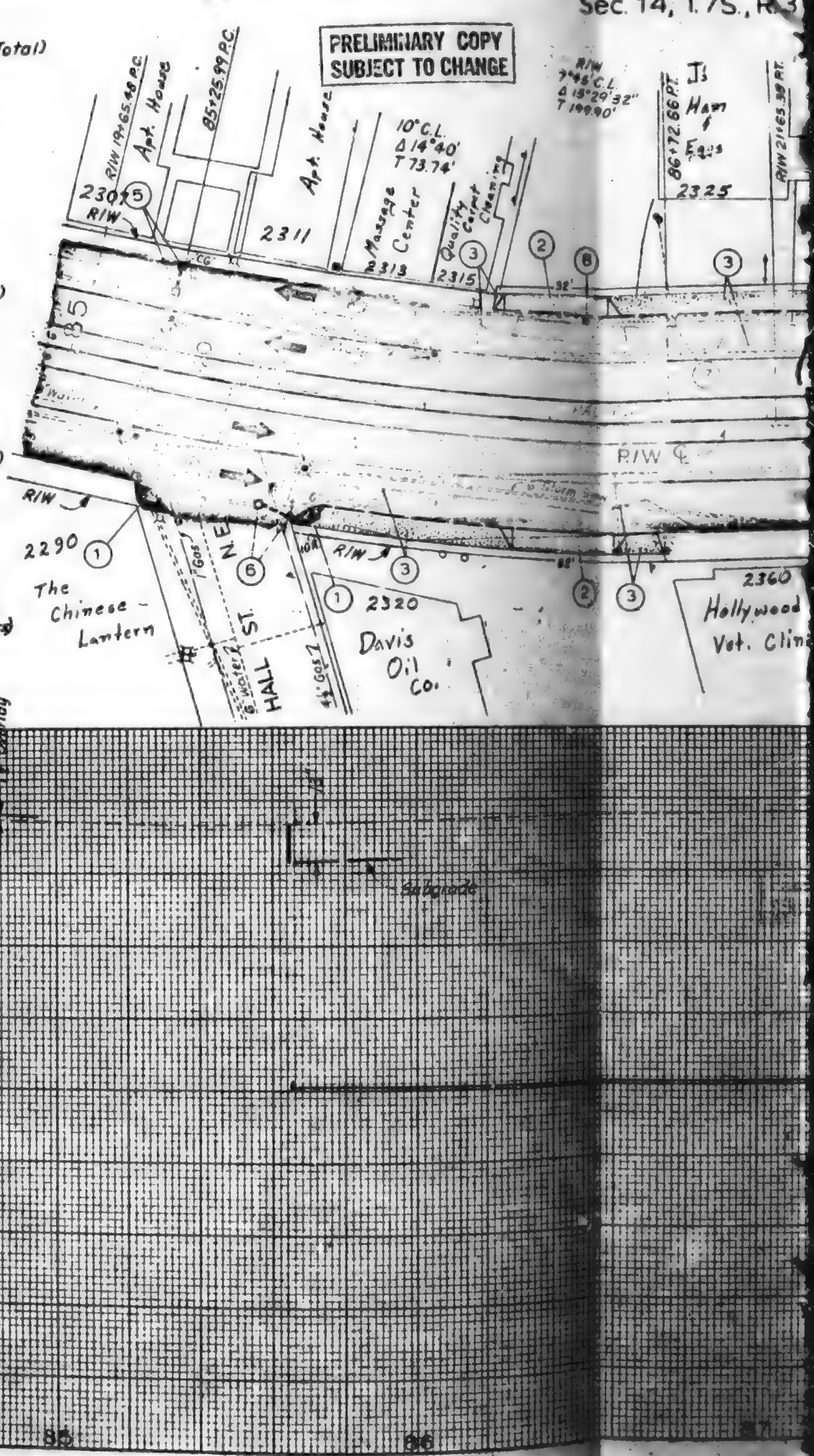
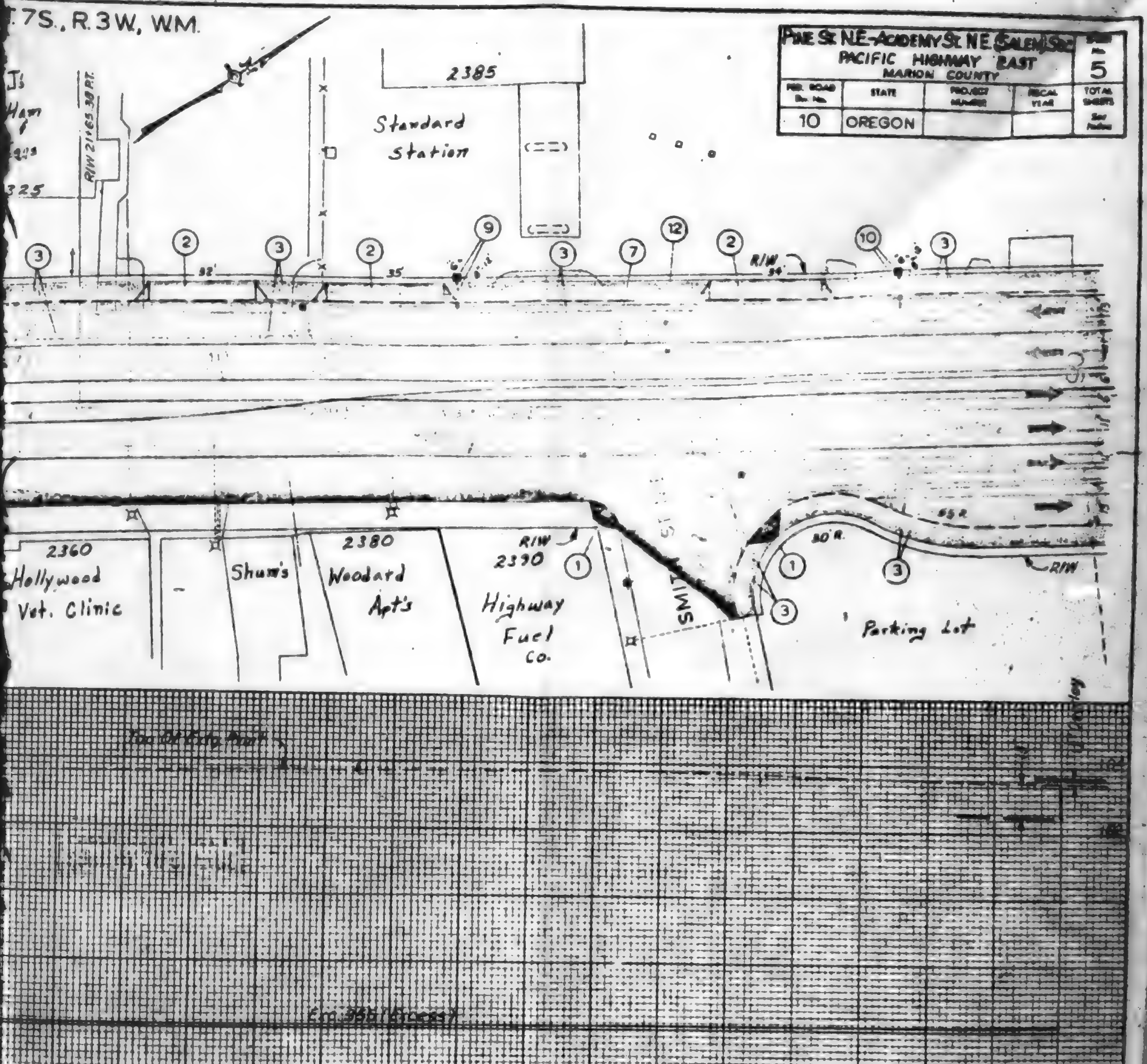


R/W 19+65.48 P.C.
Apt. House
85+25.99 P.C.
Apt. House
10° C.L.
Δ 14°40'
T 73.74'
R/W
7°45' C.L.
Δ 15°29'32"
T 199.90'
86+72.66 P.T.
R/W 21+65.38 P.T.
J's
Ham
&
Eggs
2325
2307
R/W
2311
Massage Center
2313
Quality Carpet Cleaning
2315
85
R/W ℄
Storm Sew.
R/W
2290
The Chinese Lantern
NE
ST.
HALL
Gas
6" Water
4½" Gas
R/W
2320
Davis Oil Co.
2360
Hollywood Vet. Clin
Overlay
Subgrade
85
86
87

PINE ST. N.E.-ACADEMY ST. N.E. (SALEM) SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

SHEET No. 5

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


T.7S., R.3W., W.M.
2385
Standard Station
R/W 21+65.38 Rt.
325
32'
35'
R/W 34'
③
②
⑨
⑦
⑫
⑩
2360
Hollywood Vet. Clinic
Shum's
2380
Woodard Apt's
R/W
2390
Highway Fuel Co.
①
SMIT
ST.
65 R.
80'R.
R/W
Parking Lot
Top Of Exist. Pvmt.
Exist. Ground
87
88
89
90

● Const. Sidewalk Ram[illegible] (Total)

② Const. P.C. Conc. Driveway Type "A"-5 (Total)
(For Details, See Sht. 2A)

③ Const. P.C. Conc. Walk
Const. Type "A" Curb
Remove Extg. Curb & Walk

④ Adjust Manhole - 4 (Total)

⑤ Sta. 93+08
Remove Manhole
Const. Manhole
Const. Type "CG" Inlet
Cap Inlet
Inst. 21" Sewer Pipe-36'
Under Pvmt. -36'
Tr. Exc. 14 C.Y.
(For Details, See Sht. 2A)

⑥ Sta. 94+97
Const. Manhole
Inst. 18" Sewer Pipe-188'
Under Pvmt. -188'
Tr. Exc 97 C.Y.

⑦ Adjust Water Valve - 5 (Total) (By Others)
Adjust Water Meter (By Others)

⑧ Sta. 90+32
Const. Type "CG" Inlet
Inst. 8" Sewer Pipe-6'
Tr. Exc. 2 C.Y.

⑨ Sta. 89+95
Const. Type "CG" Inlet
Inst. 12" Sewer Pipe-104'
Tr. Exc. 31 C.Y.

⑩ Sta. 91+00
Const. Type "CG" Inlet
Inst. 15" Sewer Pipe-94'
Tr. Exc. 34 C.Y.

⑪ Sta. 91+95
Const. Type "CG" Inlet
Inst. 15" Sewer Pipe-62'
Under Pvmt. -62'
Tr. Exc. 22 C.Y.

⑫ Sta. 93+24 To Sta. 93+78
Const. Type "CG" Inlets-2
Inst. 8" Sewer Pipe-68'
Cap Inlet
Tr. Exc. 12 C.Y.
(For Details, See Sht. 2A)

⑬ Sta. 90+97
Cap Inlet
(For Details, See Sht. 2A)

⑭ Const. Type "C-1" Conc. Island
Drg. No. 2077

⑮ Painted Traffic Markers
(By Others)

⑯ Remove Asph. Conc. Traffic Markers

⑰ Const. Type "CG" Inlet
Inst. 8" Sewer Pipe-48'
Under Pvmt. -48'
Tr. Exc. 11 C.Y.

⑱ Sta. 91+70 To Sta. 92+72
Const. Type "CG" Inlet
Inst. 12" Sewer Pipe-102'
Under Pvmt. -46'
Tr. Exc. 34 C.Y.

⑲ Sta. 90+95
Adjust Manhole
(By Others)

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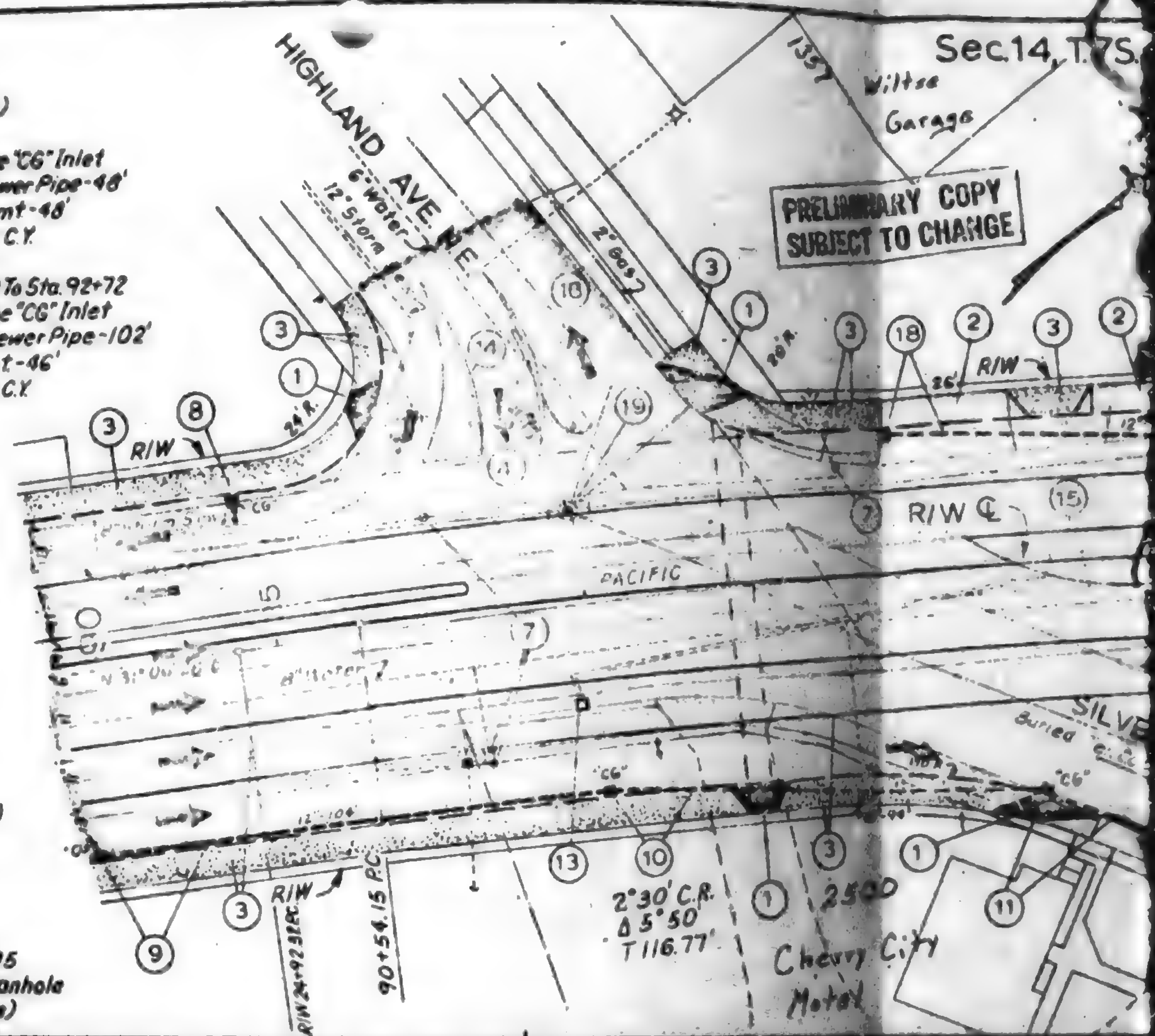
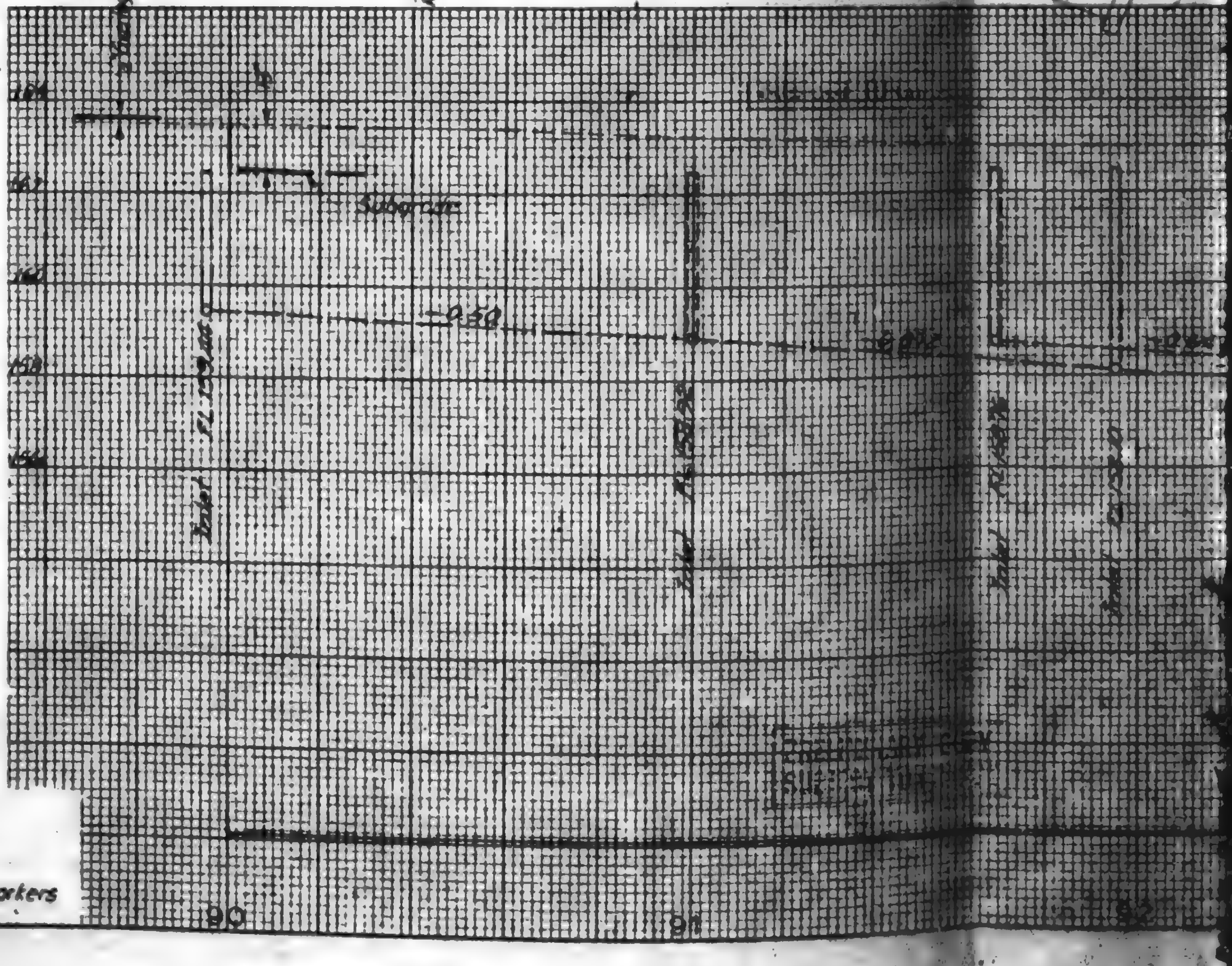
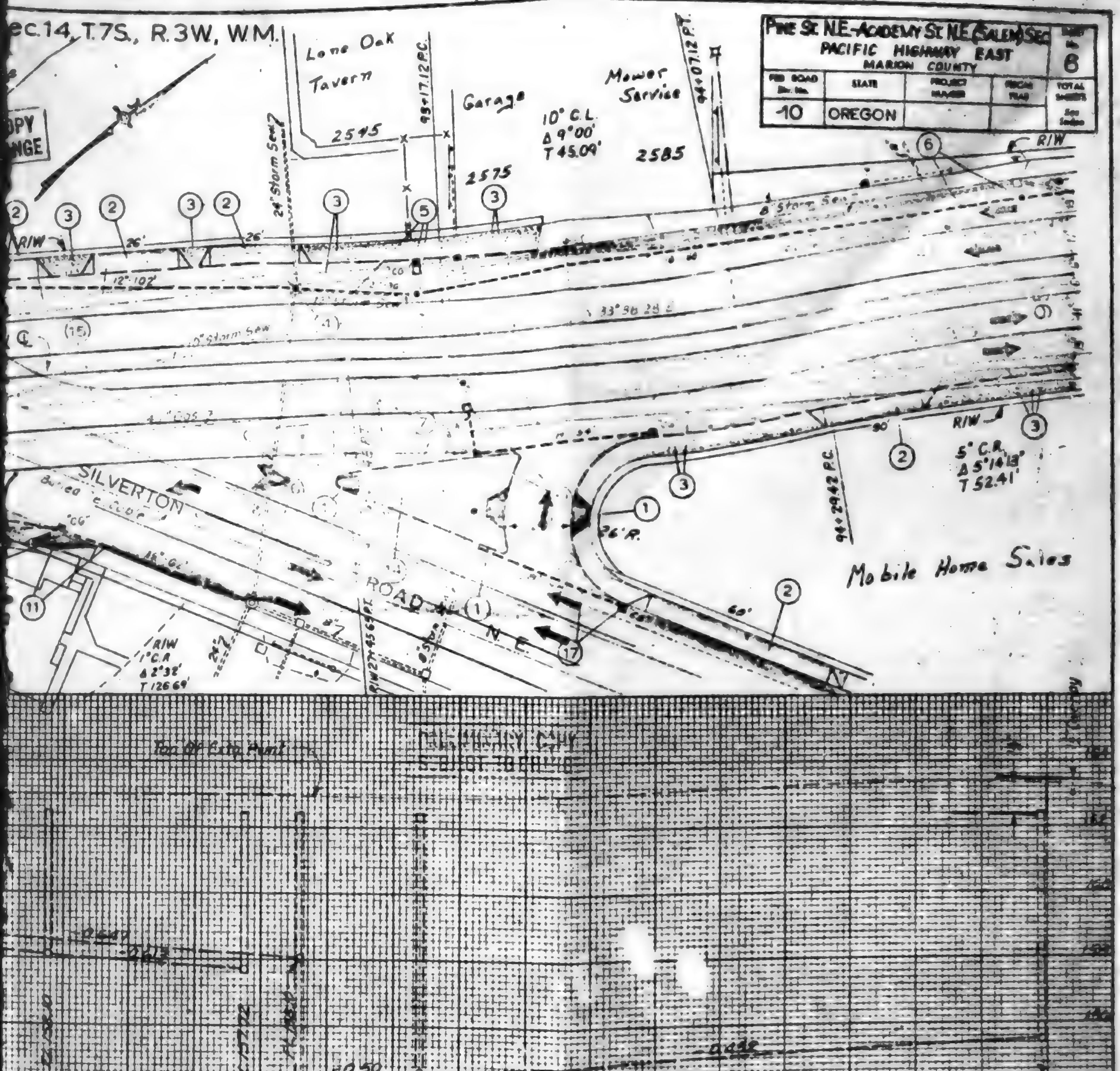

Sec. 14, T.7S.
HIGHLAND AVE NE
6" Water
12" Storm
2" Gas
1357
Wiltse Garage
R/W
R/W ℄
PACIFIC
SILVE
"CG"
2°30' C.R.
Δ 5°50'
T 116.77'
2500
Cherry City Motel
90+54.15 P.C.
1
2
3
7
8
9
10
11
13
14
15
18
19


Subgrade
-0.50
90
91
92


Pine St. N.E.-Academy St. N.E. (Salem) Sec.
PACIFIC HIGHWAY EAST
MARION COUNTY
8
FED. ROAD DIV. NO.
STATE
PROJECT NUMBER
FISCAL YEAR
TOTAL SHEETS
10
OREGON
See Index
ec.14, T.7S., R.3W, W.M.
OPY
NGE
Lone Oak Tavern
93+17.12 P.C.
Garage
Mower Service
94+07.12 P.T.
10° C.L.
Δ 9°00'
T 45.09'
2545
2575
2585
24" Storm Sew.
8" Storm Sew.
R/W
26'
12" 102'
10" Storm Sew.
SILVERTON
ROAD N.E.
26' R.
90'
60'
5° C.R.
Δ 5°14'13"
T 52.41'
94+29.42 P.C.
Mobile Home Sales
R/W
1° C.R.
Δ 2°32'
T 126.69'
Top of Exist. Pavt.
92
93
94
95
1
2
3
5
6
11
15
17

Sec. 14, T.7S, R.3

PRELIMINARY COPY
SUBJECT TO CHANGE

① Const. P.C. Conc. Driveway Type "A" - 4 (Total)
(For Details, See Sht. 2A)

② Const. P.C. Conc. Walk
Const. Type "A" Curb
Remove Exto. Curb & Walk

③ Painted Traffic Marker
(By Others)

④ Sta. 95+34
Const. Type "CG" Inlet
Cap Inlet
Inst. 8" Sewer Pipe - 4' (Conc. Pipe Protection)
Tr. Exc. 1 C.Y.
(For Details, See Sht. 2A)

⑤ Sta. 94+97 To Sta. 96+52
Const. Type "CG" Inlet
Inst. 18" Sewer Pipe - 152'
Under Pvmt. - 152'
Tr. Exc. 80 C.Y.

⑥ Adjust Manhole - 2 (Total)

⑦ Sta. 96+52 To Sta. 97+65
Const. Manhole
Inst. 18" Sewer Pipe - 114'
Under Pvmt. - 114'
Tr. Exc. 60 C.Y.

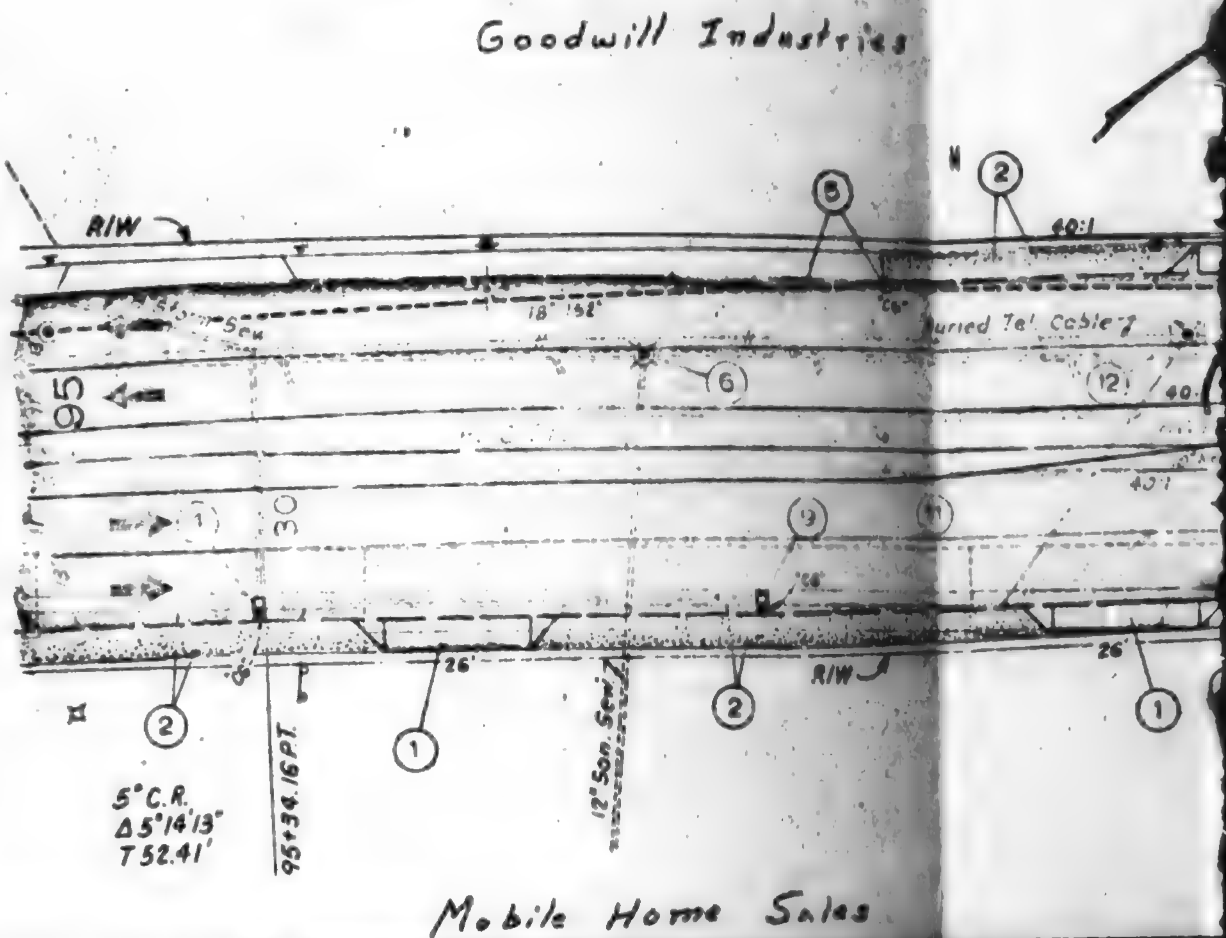
⑧ Sta. 97+65 To Sta. 98+00
Const. Type "CG" Inlet
Inst. 12" Sewer Pipe - 34'
Under Pvmt. - 34'
Tr. Exc. 10 C.Y.

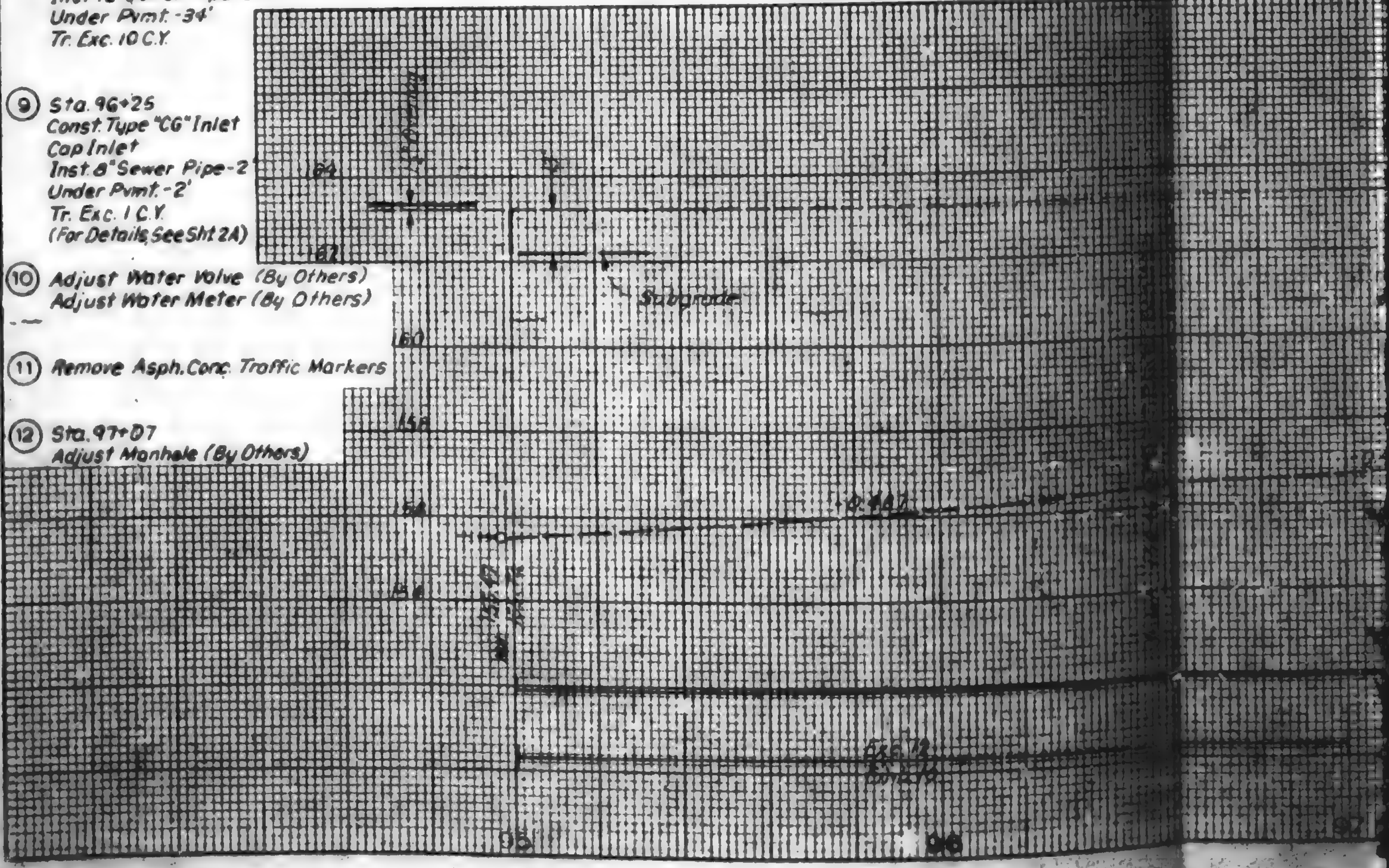
⑨ Sta. 96+25
Const. Type "CG" Inlet
Cap Inlet
Inst. 8" Sewer Pipe - 2'
Under Pvmt. - 2'
Tr. Exc. 1 C.Y.
(For Details, See Sht. 2A)

⑩ Adjust Water Valve (By Others)
Adjust Water Meter (By Others)

⑪ Remove Asph. Conc. Traffic Markers

⑫ Sta. 97+07
Adjust Manhole (By Others)

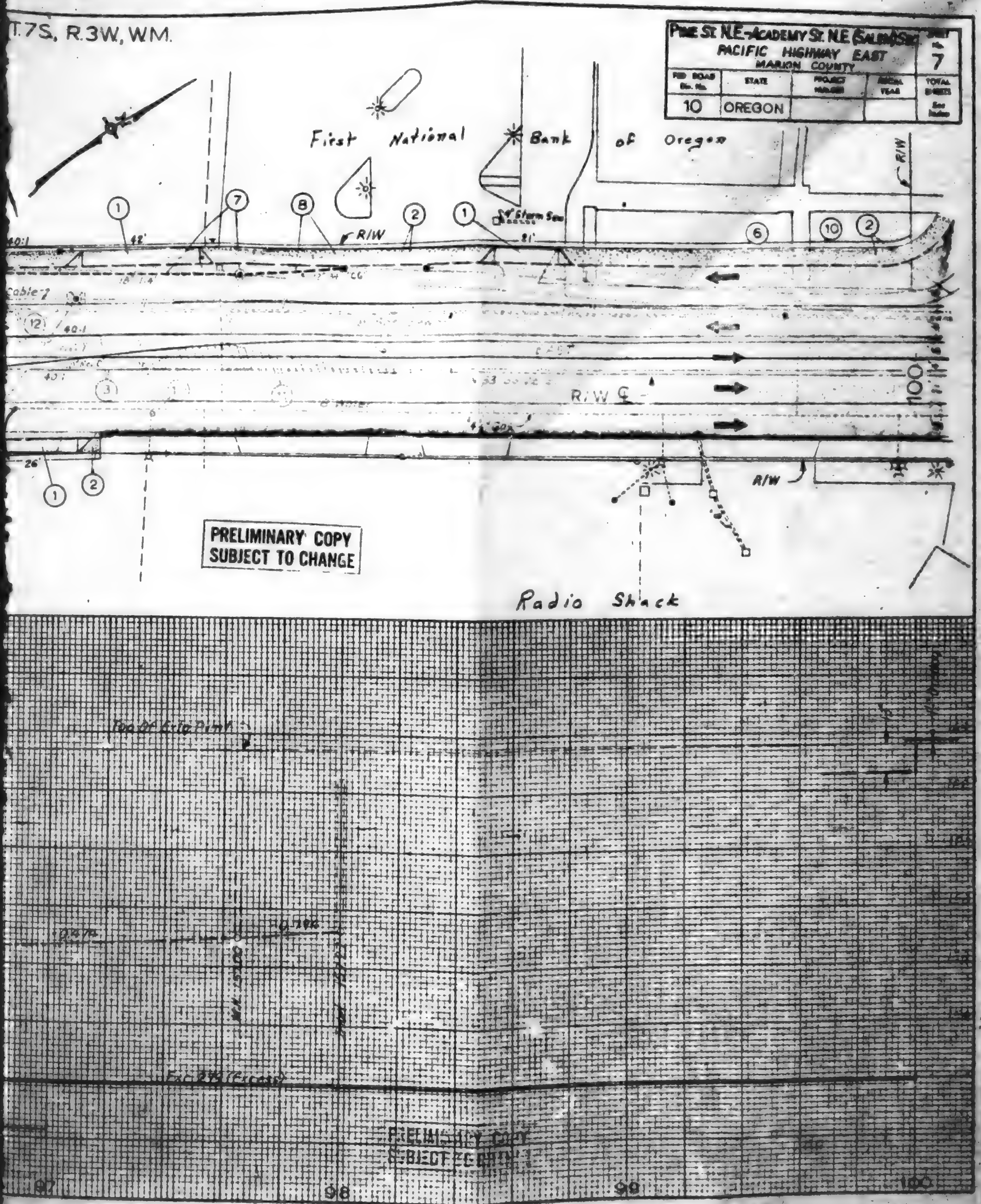

Goodwill Industries
R/W
⑧
②
40:1
18" 152'
"CG"
Buried Tel. Cable
⑥
⑫
40:1
95
30
①
⑨
⑪
"CG"
26'
R/W
②
①
②
①
12" San. Sew.
95+34.16 P.T.
5° C.R.
Δ 5°14'13"
T 52.41'
Mobile Home Sales


164
162
Subgrade
160
158
95
96

PINE ST. N.E.-ACADEMY ST. N.E. (SALEM)(SEC.)
PACIFIC HIGHWAY EAST
MARION COUNTY

SHEET No. 7

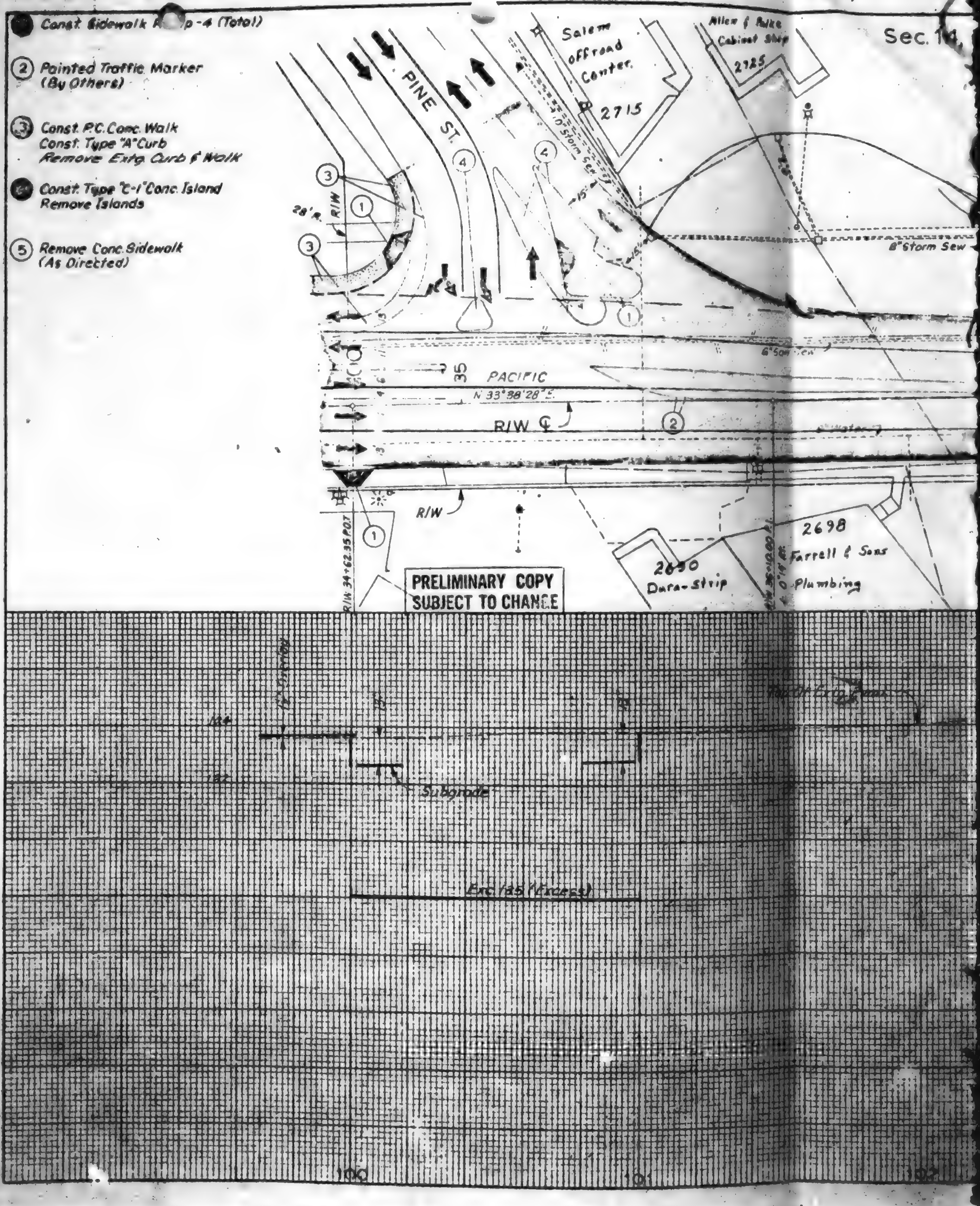
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



T.7S., R.3W., W.M.
First National Bank of Oregon
4" Storm Sew.
R/W
R/W ℄
Cable
40:1
42'
81'
26'
1
2
6
7
8
10
12
3
100
Radio Shack
Top of Exist. Pink
Exist. R/W (Exist.)
97
98
99
100

PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
SUBJECT TO CHANGE



Sec. 14,
● Const. Sidewalk R[illegible]p-4 (Total)
② Painted Traffic Marker (By Others)
③ Const. P.C. Conc. Walk
Const. Type "A" Curb
Remove Extg. Curb & Walk
④ Const. Type "C-1" Conc. Island
Remove Islands
⑤ Remove Conc. Sidewalk (As Directed)
PINE ST.
Salem offroad Center
2715
Allen & Polke Cabinet Shop
2725
28' R.
R/W
8" Storm Sew
6" San. Sew
PACIFIC
N 33°38'28" E
R/W ℄
Water
R/W
2698
Farrell & Sons Plumbing
2690
Dura-Strip
R/W 34+62.35 POT
PRELIMINARY COPY
SUBJECT TO CHANGE
Subgrade
Exc. 135 (Excess)
100
101
102

PINE ST. N.E.–ACADEMY ST. N.E. (SALEM) SEC. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

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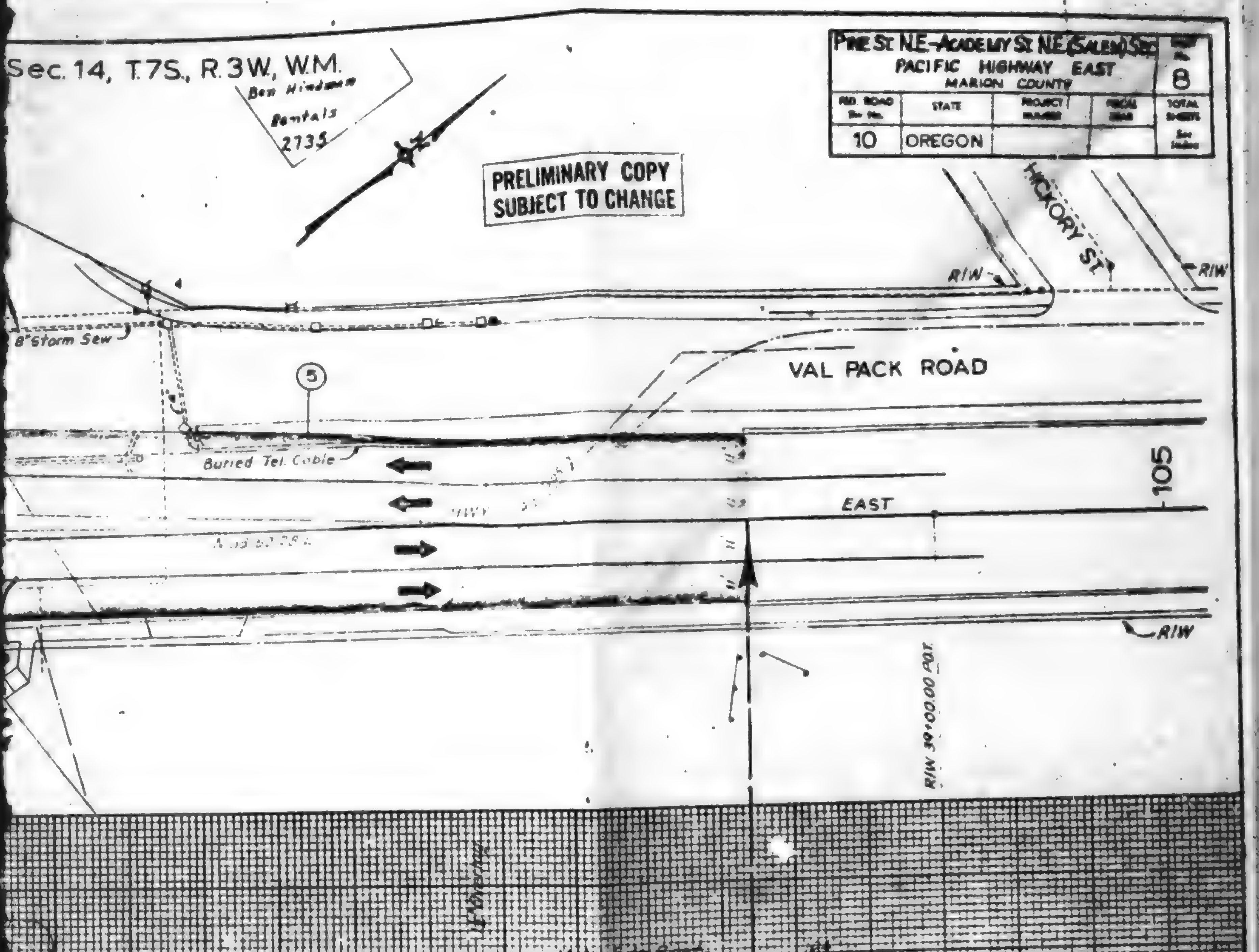
SUBJECT TO CHANGE


Sec. 14, T.7S., R.3W., W.M.
Ben Hindman Rentals 2735
HICKORY ST.
R/W
R/W
8" Storm Sew
⑤
VAL PACK ROAD
Buried Tel. Cable
EAST
105
R/W
R/W 39+00.00 POT.
Natural Grd Prof.
PRELIMINARY COPY SUBJECT TO CHANGE
END OF PROJECT
STA 103+88
102
103
104
105

8882 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 20, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project HHS-176(24)
Pine St. N.E. - Academy St. N.E.
Final Negative Declaration

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attached is a copy of the subject declaration which I have concurred in today. The original document has been forwarded directly to Gary Potter in the Environmental Section.

William H. Kappus
for G. L. Green

NOTED
E. S. HUNTER

Encl.

cc:
C. Laux, Proj. Mgt.

RECEIVED
STATE HWY ENGR
SEP 21 '77
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
TECHNICAL SERVICES
SEP 21 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Final Negative Declaration
Pine Street NE-Academy Street NE Section
Pacific Highway East
Marion County, Oregon

PROJECT DESCRIPTION

The project is located between Pine Street NE (M.P. 47.94) and Academy Street NE (M.P. 48.44) on Pacific Highway East (Hwy. 99E) in north Salem, Oregon. The project consists of widening an existing four lane facility to accommodate four traffic lanes and a continuous left turn refuge. Channelization will be added or modified at major intersections and the turning radius of several corners will be flattened. Traffic signals would be modified or replaced to provide phasing and timing sequences to complement the proposed highway design for maximum safety and traffic flow.

PROJECT PURPOSE

The objectives of the project are to increase safety and mobility through this section by removing left turning vehicles from the main flow and improving the channelization of the intersections. This will increase the capacity of the roadway and improve the functioning of the intersections. Removing left turn vehicles from the two inside lanes would improve the flow and capacity of these lanes. The primary capacity constraint, however, is the intersection of Fairgrounds Road (99E), Silverton Road, Highland, and North Portland Road (99E). Improved channelization and changed phasing of the signals will improve the flow of traffic at this intersection.

The project area has a high degree of safety hazard. Accident records show that in the three and one-half year period from January 1972 thru June 1975, 161 accidents occurred over the length of the route. Of these 107 occurred at three intersections; 47 at the Fairgrounds Road and

Woodrow Street, 28 at Portland Road (99E) with Silverton Road and Highland Road, and 32 at Portland Road (99E) and Pine Street. Of the total, 117 were rear-end collisions.

PROJECT ALTERNATIVES

The project alternatives consist of the Build and No Build Alternatives. The Build Alternative is described in the Project Description. The No Build would consist of doing nothing. Several minor design options were examined in the process of developing the proposal.

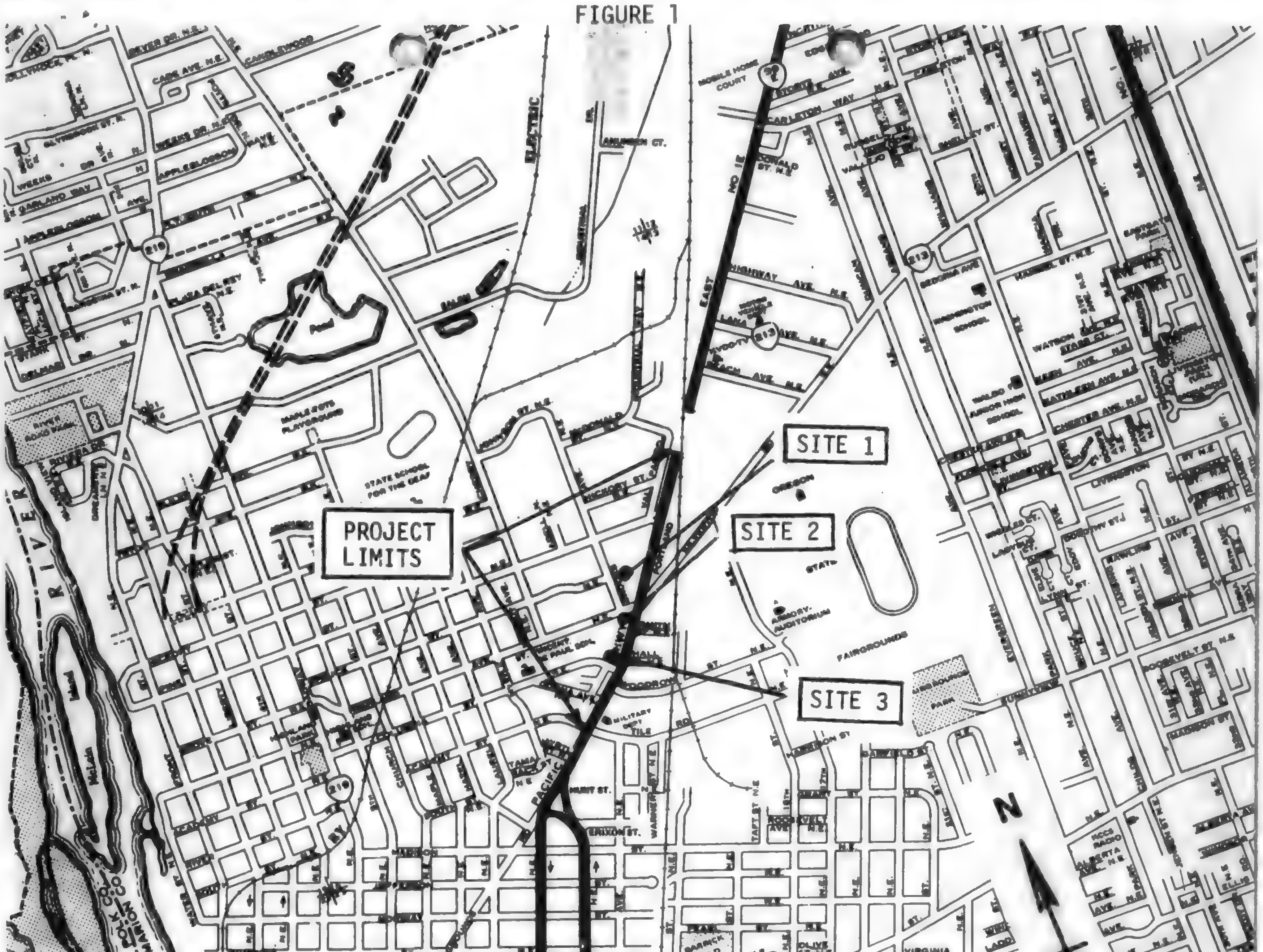
EXISTING ENVIRONMENTAL SETTING

The project is located on a 0.5 mile section of Pacific Highway East (99E), between Pine Street NE and Academy Street NE. In this section, the highway utilizes North Portland Road north of the Silverton Road intersection and Fairgrounds Road south of the intersection. The highway then divides into a one way couplet south of Academy Street utilizing Capitol and Summer streets. See Figure 1. This route is the main north entrance into the central business district of Salem and one of two main arterials accessing the north-east area of Salem.

The existing average daily traffic on 99E south of Silverton Road is 26,000 vehicles and north of this intersection is 17,000 vehicles. The service level on this section is largely determined by the intersection of 99E with Silverton Road and Highland Avenue. This intersection is skewed and signalized. Traffic patterns which predominate are the right turn movement from Fairgrounds Road (Hwy. 99E) to Silverton Road and the thru traffic movement from Fairgrounds Road (99E) to North Portland Road (99E).

The proposed project in its present form was not part of the original Salem Area Transportation Study (SATS). It was added to the Transportation Improvement Plan and approved by the SATS Committee on

FIGURE 1



SITE 1
SITE 2
SITE 3
PROJECT LIMITS
FAP 3
N
WILLAMETTE RIVER
FAIRGROUNDS
STATE SCHOOL FOR THE DEAF
ENGLEWOOD PARK
STATE HOSPITAL GROUNDS
NORTH SALEM HIGH SCHOOL
SALEM AND VICINITY
SCALE IN FEET
1600 0 1600 3200 4800
Population 76,500

March 31, 1976. In preparation of the revised SATS plan which will be completed in 1977, the proposed project is assumed completed. Other assumptions affecting traffic projections on this project are the elimination of the previously proposed extension of 12th Street to North Portland Road and the inclusion of an arterial in the I-305 corridor.

Land use immediately adjacent to the project is strip commercial, with the exception of one residential property which has seven apartment units. Land use east of the project area is commercial and industrial. The Oregon State Fairgrounds is a prominent feature east of the project area and generates substantial traffic on a sporadic basis. This traffic enters the project area at the Silverton Road-Fairgrounds Road (99E) intersection Woodrow Street and Tile Road. South and west of the project area land use is predominantly residential. A large industrial park lies northwest of the project area and has access to the project area by way of Pine Street, Highland Street and Val Pac Road. The Salem Area Comprehensive Plan proposes continuance of the existing land use.

Except for two 180 ft. strips one north of Columbia Street intersection and one south of Smith Street intersection, on street parking is not permitted in the project area. Most commercial establishments provide their own off-street parking, however this is limited after certain hours in order to deal with a local social problem involving adolescents. This section of 99E is a favorite meeting and "cruising" area for local teenagers and is referred to as "the Gut". Commercial owners have attempted to discourage this activity by closing their off-street parking areas after hours.

ENVIRONMENTAL IMPACTS

Negative impacts of the project are expected to be minimal, resulting primarily from right-of-way acquisition and increased noise impacts. Beneficial impacts should occur in increased safety, improved flow of traffic, and improved access to commercial establishments.

Traffic projections are the same for both the Build and No Build alternative, however, travel speeds are slower with the No Build.

		ADT	Travel Speed: Build	Travel Speed: No Build
Pine St. to Silverton Rd.	1976	17,000	35	33
	1978	18,500	35	32
	1982	15,000	35	33
	2000	19,000	35	32
Silverton Rd. to Academy St.	1976	26,000	30	28
	1978	28,000	30	27
	1982	24,500	30	28
	2000	30,000	29	26

The difference in volume between the north and south ends of the project area is due to Silverton Road. The drop in volume in 1982 is due to the projected completion of an arterial in the I-305 corridor.

The primary traffic impact of the project will occur in the northbound approach to the 99E-Silverton Road intersection. The existing level of service in these lanes is E to F which indicates a congested condition which often deteriorates to a stop and go condition. After construction this approach should operate at a C level of service which indicates stable flow with significant but acceptable delays.

Improved safety in the project area is the primary purpose of the project. The majority of accidents involve left-turning vehicles and rear-end collisions with vehicles waiting to make a left turn. The Build Alternative is expected to substantially reduce the number of these types of accidents by removing left turning vehicles from the main flow of traffic and by reducing the pressure of the turning vehicles to turn with inadequate distance.

Construction of the proposed project would require a total of less than ½ acre of additional right-of-way. Land parcels would vary in size from

75 square feet to about 4800 square feet, affecting 15 parcels of land. All property to be acquired is commercial frontage consisting primarily of sidewalk, landscape strips, display area, and parking. A minor amount of off-street parking space would be removed because of acquisition however no business is expected to be adversely impacted. Some landscaping would be displaced and at least one sign would require moving. Four large oak and maple trees near Cherry City Motel located in the southeast quadrant of the 99E and Silverton Road intersection would be removed.

The largest single parcel to be acquired would be from Valley Mobile Homes located in the northeast quadrant of the 99E and Silverton Road intersection. The display area of the business would be reduced which may cause a minor impact on revenue.

In general, widening and right-of-way acquisition will not have an adverse impact on businesses in the project area nor is it expected to precipitate changes in land use. The addition of the left turn median is expected to improve access to businesses and thereby benefit sales. The exception is where on-street parking would be removed and no off-street parking is available. Only two businesses, the Massage Center and Quality Carpet Cleaning located north of Columbia Street, are affected in this way. Side street parking is available to these businesses but is limited and not convenient. These businesses will be adversely impacted to the extent that they rely on convenient parking. If these businesses vacate the building, difficulty in leasing the building would likely occur.

There are no natural drainages or faunal habitats in the project area. A small amount of landscaping and four trees would be removed by the project but no impacts to biological resources are anticipated. There are no endangered species nor prime or unique farm lands in the project area.

A cultural resource survey revealed no cultural resources of National Register potential. Because of previous development in the area, no archeologic resources are expected to be impacted and a survey is not required. A clearance letter from the State Historic Preservation Office is attached. See Appendix A.

Noise levels in the project area were determined by measurements taken at three sites. (See Figure 1) Site 1 is near residences located along Brooks Avenue which have a narrow field-of-view of Portland Road (99E). Site 2 is located near a house on Highland Avenue. Site 3 is located at the apartment building adjacent to Fairgrounds Road (99E) near its intersection with Hall Street.

The measured and projected noise levels are shown in Table 1 below:

TABLE 1

MEASUREMENT SITES

Measured L_{10} Levels and Projected Peak Noise Hour L_{10} Levels*

			No-Build**		Build**	
Site	Time & Date	Measured	1978	2000	1978	2000
1	11:30 a.m., 3/3/77	57	58	58	57	57
2	1:00 p.m., 3/3/77	73	74	75	73	74
3	3:15 p.m., 3/3/77	76	76	77	76	77

*The sound level that is exceeded 10 percent of the time for the period under consideration.

**Projection made with the NCHRP 11T/144 traffic noise prediction method.

Both measured and projected levels at Sites 2 and 3 exceed the Federal guideline of 70 dBA for residential property. There are four impacted receptors in the project area: the house on Highland Avenue (Site 2); the apartment complex (Site 3); the Cherry City Motel; and a house on Columbia Street behind an abandoned service station fronting on Fairgrounds Road (99E).

Attenuation of 3 to 4 dBA is possible at the two houses by use of 6' high barriers. Further study is being undertaken regarding the feasibility of such barriers and will be reported. Due to the proximity of the apartment complex to Portland Road there are no practical means of mitigating the impact to this property. The Cherry City Motel's location on the corner of Silverton Road and Portland Road (99E) makes mitigation of noise levels difficult. A barrier could be installed along Portland Road (99E) at this location. This would give some relief to few units of the motel. However, it would not block noise emanating from Silverton Road which is a highly traveled arterial. In addition, a wall would interfere with visibility and access which is important in attracting business to a motel. It also may interfere with future commercial use, as the property appears to be in transition to a more noise compatible use.

Air quality projections were determined through the use of computer programs ALTEF, TOTLEM, and EMCAL.* The results indicate that emissions would be reduced for both alternatives. Additionally, the Build alternative would produce fewer tons of pollutants by the year 2000, with the exception of nitrogen oxides, see Table 2. Considering the practical accuracy limitations of future predictions, the additional nitrogen oxides produced is negligible. Program results also indicate a significant reduction of pollutants in 1982 due to the anticipated completion of the I-305 corridor. The year of maximum air quality impact potential is 1978, which is the expected year of completion for the proposed project.

---

*ALTEF calculates emission factors according to the method outlined in the Environmental Protection Agency's Supplement No. 5 for Compilation of Air Pollutant Emission Factors, (AP-42); Second Edition; December, 1975. TOTLEM and EMCAL are Oregon State Highway Division Programs.

TABLE 2

Pine Street-Academy Street
Pacific Hwy E. (Portland Rd-Salem)

TOTAL EMISSIONS SUMMARY
ALL FACILITIES

Project Alternatives	Study Year	Carbon Monoxide Tons/Yr	Carbon Monoxide Percent	Hydrocarbons Tons/Yr	Hydrocarbons Percent	Nitrogen Oxides Tons/Yr	Nitrogen Oxides Percent
No-Build	1976	360.31	100.0	46.52	100.0	24.24	100.0
	1978	360.58	100.1	46.30	99.5	24.97	103.0
	1982	192.40	53.4	25.57	55.0	16.56	68.3
	2000	130.17	36.1	13.01	28.0	11.45	47.2
Build	1978	326.44	90.6	43.83	94.2	25.54	105.4
	1982	178.30	49.5	24.70	53.1	16.81	69.4
	2000	115.64	32.1	12.22	26.3	11.71	48.3

Percent shows each pollutant relative to the following
Alternative and Year No Build 1976

Computer prediction results indicate that both the No-Build and Build alternatives have similar CO concentrations. For the worse case meteorological condition, the following values were obtained at the indicated distances from the edge of the travel lanes, with a wind speed of 1.2 mph.

TABLE 3
8 HR. CO CONCENTRATIONS* AT GIVEN DISTANCES FROM ROADWAY EDGE

		Stability Class	15 ft.	85 ft.	Stability Class	15 ft.	85 ft.
1976	No Build	C	5.90	5.10	D	6.06	5.50
1978	No Build	C	5.92	5.12	D	6.09	5.52
2000	No Build	C	4.09	3.79	D	4.15	3.94
			8 ft.	78 ft.		8 ft.	78 ft.
1978	Build	C	5.65	4.91	D	5.79	5.27
2000	Build	C	3.97	3.70	D	4.02	3.83

*Includes background concentration of 3.0 mg/m^3.

The overall trend for both alternatives is a decrease in CO concentrations as shown in the 8-hour CO Concentration Table. The highest value of carbon monoxide obtained along the roadway is only 6.09 mg/m^3 for the No-Build case using stability Class D. This result is still within primary and secondary standards. Of the two alternatives, the Build option has the lowest CO concentrations due to higher average traffic speeds.

Short-term local air quality within the project area can be adversely affected by the actual construction of the highway facility. Fugitive dust and exhaust emissions are the two most significant areas of concern with respect to potential air quality impacts during construction. While it is impossible to quantify the magnitude of particulate concentrations in the immediate area, it is anticipated that measurable increases in local particulate concentrations (as measured with respect to the Federal 24-hour standard) will occur during the construction period. Concentrations of all these pollutants will be higher during the construction period, but the potential for local impacts, or violations of ambient air quality standards, is indeterminant. Since the construction season does not normally coincide with the period of highest pollution potential (for primary pollutants), it is reasonable to assume that the concentrations of gaseous pollutants, although higher than normal, would tend to be negated by the favorable meteorological conditions.

The project section of Pacific Highway East has average daily traffic volumes in excess of 20,000 vehicles which requires the Oregon State Highway Division to apply for an Air Quality Indirect Source Construction Permit from the Department of Environmental Quality (DEQ) in accordance with OAR 20-115(2)(a)(B). Early coordination with DEQ resulted in their request that the project be developed in coordination with the Salem Parking and Traffic Circulation Plan, an area wide air quality strategy. This Plan is not yet fully developed and is partially dependent on completion of the update of the Salem Area Transportation Plan which is currently being developed. However, consultation with the developers of these plans indicates that the subject project is outside the boundaries of the Salem Parking and Traffic Circulation Plan. In addition it will be considered already completed in the SATS Plan and integral to the development of other projects in that plan. Therefore, the project will be consistent with both these plans.

The existing ambient air concentrations of most pollutants in the Salem area are below the Federal and State standards. The exceptions are photochemical oxidants and sulphur dioxide concentrations. It should be emphasized that a non-transportation source was the primary cause of the sulphur dioxide violations. Also, the analysis indicates a substantial reduction of hydrocarbons which would significantly reduce photochemical oxidants. This reduction of future emissions is a result of Federal vehicle emission control strategy.

The analysis of the project shows that under both the Build and No Build alternatives, pollution levels will be reduced through the year 1990. The Build option shows the greatest improvement in all pollutants with the exception of nitrogen dioxide. The area has a Priority III classification for oxides of Nitrogen which indicates that exceeding the standards is unlikely. The project, therefore, should not contribute to violations and should not hinder maintenance of the air quality standards for the Salem area. Also, the project is primarily a safety rather than a capacity improvement and the traffic analysis indicates that no change in vehicle miles of travel is indicated between Build and No Build. It is therefore, the determination of the Oregon State Highway Division that the proposed project is consistent with the goals of the State of Oregon Clean Air Act Implementation Plan.

Materials used in construction of the project will come from a commercial source. Some waste will be produced during construction. Location of a waste disposal site will be the contractors responsibility. A possibility which is being examined is the use of the waste as clean fill at an industrial site.

Comments

A public hearing was held for the subject project on July 28, 1977 at the Salem Senior Center Auditorium, Salem, Oregon. There were approximately 25 citizens in attendence.

Three comments were made at the hearing and one letter was received following the hearing. They are summarized and answered below.

Q. Concern about the length of time of construction, and potential loss of business if a detour were used?

A. No detour will be used during construction. Widening will take place on one side at a time and traffic will be shifted slightly to the east or west side of the road as needed. Access will be maintained to all businesses during construction.

Q. Will utilities be located underground?

A. Location of utility lines is decided by the individual utility company. We know of no plans to underground lines at this time.

Q. Has a study been made of routine traffic off of Portland Road onto Highland Avenue and Cherry Street to Keizer?

A. No. Such a study is outside the scope of this project which is primarily a safety project.

Q. The project will require a small portion of parking area of the Oregon National Guard Headquarters. Acquisition will require public condemnation.

A. No comment required.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division that this project constitutes a "major action" as defined in the *Federal Aid Highway Program Manual*, Volume 7, Chapter 7, Section 2 and that implementing the action will not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

Deputy State Highway Engineer — 9-14-77 Date

FHWA Division Administrator — 9-20-77 Date

APPENDIX A

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: March 7, 1977

Gary A. Potter
Manager
Environmental Section, Room 412
Transportation Building
Salem, Oregon 97310

Subject: Pine St. - Tile Road Section
Pacific Highway East, Salem

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B Hartwig

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

3-21-77

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.: See below

STATE PROJECT NO.: N/A

COUNTY NAME: N/A

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: HHS-16, 36 & 39

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO Rulien
FOR
Info | Inve | R/D | D/R | Sig | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 3-21-77

FEDERAL ROUTE NUMBER: ---

STATE ROUTE NUMBER: ---

GENERAL LOCATION: Pine St · Academy St Dalles

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-17-77 letter, I approve the requested program changes to revise appropriation Codes as follows:

Project No.		Appn. 142			Appn. 145	
		Total Cost	Federal Funds		Total Cost	Federal Funds
HHS-24(3)	PE	$16,000	$14,400	Const.	$119,193	$107,273
HHS-1(1)	PE	5,500	4,950	Const.	63,788	57,409
HHS-176(24)	PE	19,000	17,100	PE	21,000	18,900

DATE: 3-21-77

SIGNATURE OF APPROVING OFFICIAL: G K Hossner for

TITLE: DivisionAdministrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1E

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 22, 1976

Department of Environmental Quality
1234 S.W. Morrison Street
Portland, OR 97205

Gentlemen:

We are submitting an Indirect Source Construction Permit application for the Pine Street-Academy Street (Salem) Section of Pacific Highway East (SR 99E).

In conformance with the Environmental Quality Commission rules for indirect source permits, OAE 340-20-100 through 20-135, we are submitting; a completed application form; a map showing the location of the site; and a description of the proposed and prior use of the site in the form of our Location Prospectus.

Approval of the attached permit for a facility as described in the attachments is requested. We will be pleased to work with you as this project progresses.

Very truly yours,

L. W. Rulien
Program Management Engineer

DAR:ljt

Enclosure

bc: E. S. Hunter
R. L. Schroeder
G. A. Potter (w/att.)
J. H. Versteeg "
D. E. Swan "

Versteeg
Olson
copy Christensen
Scott
copy Swenson
Savage
/ Trout

RECEIVED
NOV 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5696

INDIRECT SOURCE CONSTRUCTION PERMIT APPLICATION

APPLICATION TO:
( ) Construct a New Indirect Source
(x) Modify an Existing Indirect Source

An Indirect Source Construction Permit shall be applied for at least 90 days in advance of the anticipated start of construction. The Department may request additional information within 15 days of receipt of this application. The Department will act to approve or deny a completed application within 60 days after receipt of the completed application.

1. Project Information

Project Name Pine St.-Academy St. (Salem) Section
Address of Project Pacific Hwy. East, Salem, Oregon 97310
street city state zip
Nature of Business Road Construction (Grading & Paving)
Estimated Construction Date October, 1977 No. of Parking Spaces --
(Please include information requested pursuant to OAR 340-20-100 through 20-135)

2. Applicant Information *(Permit will be issued to this person, agency or business)*

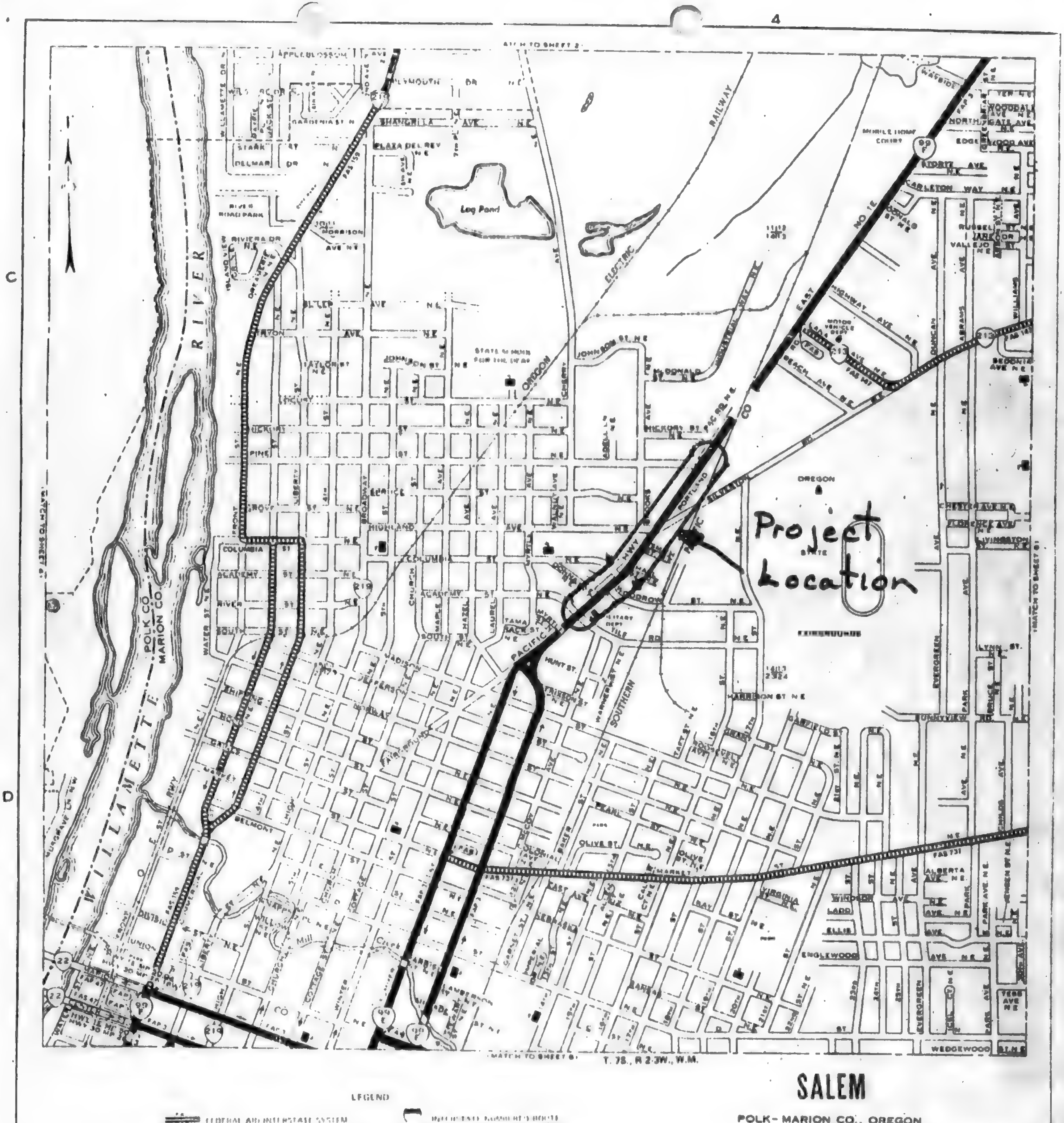
Business Name Oregon State Highway Division
Mailing Address Transportation Building, Salem Oregon 97310
street city state zip
Responsible Person to Contact Gary Potter Title Environmental Sect. Manage
Other Person Who May Be Contacted L. W. Rulien Title Program Management Engine
Corporation ( ) Partnership ( ) Individual ( ) Government Agency (XX)

3. Consultant Information *(If representing applicant)*

Business Name Phone
Mailing Address
street city state zip
Responsible Person to Contact Title
Other Person Who May be Contacted Title

4. Signature of Applicant Date
Title Phone

DEQ-1


Project Location
WILLAMETTE
RIVER
POLK CO.
MARION CO.
Log Pond
OREGON STATE FAIRGROUNDS
OREGON ELECTRIC RAILWAY
SOUTHERN PACIFIC CO
MATCH TO SHEET 2
MATCH TO SHEET 6
MATCH TO SHEET 8
T. 7S., R. 2-3W., W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF F.A. SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SHEET ARRANGEMENT
1 2 3 4 5 6 7 8 9 10 11 12 13
Scale in feet
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SALEM

POLK- MARION CO., OREGON

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 74,800

Revised April 1973

SHEET 5 OF 13 SHEETS

LOCATION PROSPECTUS
PINE STREET-ACADEMY STREET SECTION
PACIFIC HIGHWAY EAST
MARION COUNTY

HIGHWAY: Pacific East. State Primary No. 1E; Federal-aid Primary No. 3.

TERMINI: The northerly end of the project is at Pine Street (MP 47.94). The southerly end of the project is at Academy Street (MP 48.44).

LENGTH: 0.5 mile.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. A bicycle path will be considered. The entire project lies within the Salem city limits.

CHARACTERISTICS: Present ADT is 25,300; projected ADT is 48,070.

TYPICAL SECTION: Four 12-foot travel lanes, 16-foot median and 10-foot shoulders curbed. During survey estimates for 84-, 64- and 56-foot street sections will be worked up.

ACCESS: Limited to location.

BASE DESIGN: To be determined by Soils Unit.

MATERIALS: Commercial source.

ADD'L FACILITIES: There are no airports, railroads or major streams affected.

AGREEMENTS: City of Salem, Marion County and utility agreements will be necessary. An opportunity for a public hearing will be offered.

August 30, 1973
Attach
cc: Federal Hwy Administration (3)
E.S. Hunter
L.E. George
D.H. Moehring
L.H. Young
H.S. Cox (2)
R.D. Hector
R.E. Olson
R.E. Royer
F.E. Turpin
C.O. Fredrickson (4)
R.L. Schroeder
W.J. Hart (4)
J.H. Versteeg
J.M. Cartwright (2)
B.L. Gifford
V.J. Johnson
R. Wellbrock
C.G. Swenson
G.C. Wills
F.B. Klaboe
J.B. Boyd (3)
C.T. Keasey
V.D. Wolfe
R.N. Chase
W.N. Hackleman
A.D. Olson
J.A. Rowland
W.H. Tebeau
F.W. Yarbrough (2)

1E

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR. 97310
May 28, 1976

FROM: L. E. George
Traffic Engineer

TO: James E. Chaney
Resident Engineer

Attention: Don Thurston
Asst. Resident Engineer

SUBJECT: Permanent Signing
Pine Street - Academy Street (Salem)
Pacific Highway East
Marion County

The estimated cost for permanent signing on the above-named project is $7,500.

The Traffic Section will prepare preliminary sign plans and obtain the usual approvals.

L. E. George
Traffic Engineer

ELS:ds

cc: J. H. Versteeg
C. O. Fredrickson

REFERRED TO

✓ Beard WGB — Reed
Cole — ✓ Sample
Eriksen — Watson
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

8882

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
March 22, 1976

FROM: L. E. George
Traffic Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: HHS-176(24)
Pine Street-Academy Street
North Portland Road Highway 1E
Salem

We have received Federal Highway Administration approval for preliminary engineering on the above project. This job is scheduled for bid opening in September 1976.

This project is high on the statewide priority list for high hazard work. Please take necessary action to expedite the field survey. Priority must be given at all phases to make the scheduled completion date. Federal funding is 90 percent for all phases of this project.

L. E. George
Traffic Engineer

GE:ds

cc: E. S. Hunter
R. L. Schroeder
F. E. Terpin
L. W. Rulien
J. H. Versteeg
R. A. Kuehn
P. O. Stearns
D. R. Weaver

NOTED
R. L. SCHROEDER

RECEIVED
MAR 23 1976
Office of
Assistant State Highway Engineer

8882 3-16-76 4

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-176(24)

STATE PROJECT NO. Pine St-Academy St Section

COUNTY NAME Marion

PROGRAM NO.

ITEM NO. HHS-69

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sgn | Adt | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3/16/76

FEDERAL ROUTE NUMBER Primary Route 3

STATE ROUTE NUMBER Primary Route 1E

GENERAL LOCATION: City of Salem

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) All phases of preliminary engineering necessary to obtain an approved Final Negative Declaration at a total estimated cost of $19,000, Federal funds $17,100.

REMARKS

My program approval memorandum of 3/16/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/23/76 letter you are authorized to proceed with the work as shown above.

DATE 3/16/76

SIGNATURE OF APPROVING OFFICIAL D K Hossner for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT
Oregon

BY (Signature)
L.W. Rulien's 1/23/7

TITLE
Project Management

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 209

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
69	HHS-176(24)	0.0	222,000	199,800	**Location** Pine St-Academy St. (Salem) Section Marion County State of Oregon

Work
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RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File ✓

REMARKS (Division)

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
3/16/76	G. K. Green G. E. Green, Division

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as crea tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

R INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 3/16/76

BY (Signature) L.W. Rulien's 1/23/76 letter

TITLE Project Management Engineer

UNDS

☐ FAU ☐ FAS ☒ OTHERS Section 209

. ______ THRU ______ TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
222,000	199,800	**Location** Pine St-Academy St. (Salem) Section Marion County State of Oregon **Work** Preliminary Engineering Right of Way Channelization & Signals including utility preparatory and adjustment work.

RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

ED

DATE 3/16/76

APPROVED
SIGNATURE AND TITLE
G. L. Green, Division Administrator

with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
ide Federal funds for the undertaking.

GPO 915-690

-8882

8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Highway Division

PROJECT TITLE: Pine Street-Academy Street

DATE: February 17, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

February 20, 1976

cc: G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
W. D. Albright
G. N. Hopkins
B. L. Gifford
D. E. Swan
C. O. Fredrickson
Rick Kuehn
Aeronautics Div.

RECEIVED
STATE HWY ENGR
FEB 20 '76
REFER TO
FOR
info Inves R/D D/R Sign Act File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7601 2 680

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
MARIE STEPHENS

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

SENT
BEN GIFFORD
1-19-75

PNRS #2

17

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV.
FEB 4 - 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7601 2 680 Due Date: FEB 13 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☒ We are interested but require more information to evaluate the proposal.

☒ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

An Indirect Source Permit may be needed for this project

RECEIVED
STATE HWY ENGR
FEB 20 76
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Agency DEQ By Carl A. Simons

8882

8

PRO-6-2

January 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Kulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-176(24)

We are submitting program data for one project, Item No. 69, Project No. HHS-176(24), "Pine St.-Academy St. (Salem) Section", which we desire to have included in the High-Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

Copies of the Clearinghouse review approval letters will be forwarded upon receipt.

We are forwarding this project at this time for your early consideration.

Enclosed is one copy each of narrative, sketch maps, accident data and traffic data for this project.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain an approved Final Negative Declaration at an estimated total cost of $19,000 with obligation of $17,100 in federal funds.

DRH:md

Encl.

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL**
DATE SUBMITTED TO W. O.	January 23, 1976	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(43 typewriter spaces)* SR 99E, Pine St. to Academy St. (Salem) 21 60	**ADT**	PRESENT 27,300	FUTURE 51,900 (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., R/W, Channelization & signals 25 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)

CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High-Hazard Locations	COUNTY NAM
	NAME OF URBAN AREA Salem 17-31	ROUTE NO. P | FE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED P: TOTAL ESTIMATED COST	ESTIMATED P: FEDERAL
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE** TOPICS		SR 99E, Pine St. to Academy St. (Salem) (M.P. 47.88 to M.P. 48.38)	0.0	22,000	19,80
5					**ROW**			0.0	52,000	46,80
5					**CONST** (CODE) TOPICS Y008 Y031 Y103		"Pine St.-Academy St. (Salem) Section"	0.0	148,000	133,20

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	222,000	199,80
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24)

FEDERAL-AID PROGRAM DATA

1976

ADT	PRESENT 27,300	FUTURE 51,900	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 142	ITEM NO. 69

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) HHS-	NUMBER 176	SEQ. NO. (24)	T. Projects Only POST MI.	DESIG.

COUNTY NAME Marion	CODE 047			PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 3	STATE 99E	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
.0	22,000	19,800	2,200		Preliminary engineering, Right of way acquisition, channelization (grade, drain, high-type pave, signs) illumination and traffic signals. (Utility adjustment req. incl. prep. work.) ROW - 70' min.; Access control-none; Parking restrictions-none.
.0	52,000	46,800	5,200		
0.0	148,000	133,200	14,800		
0.0	222,000	199,800	22,200		

REMARKS

-Over-

PINE ST.-ACADEMY ST. (SALEM) SECTION

PROJECT NO. HHS-176(24)

Existing Facility: Traffic signal controlled at intersections of Pine St., Silverton Rd., and Academy St. with curbed sections of 44-foot to 86-foot high-type surfacing.

Adjacent Sections:

North End--Curbed high-type pavement 44-foot in width.
South End--Curbed high-type pavement 86-foot in width.

Project Data: The work on this project is as follows:

1. Preliminary engineering all phases.
2. Right-of-Way acquisition all phases.
3. Channelization requiring grade, drain, high-type pave a curbed section to provide four 12-foot traffic lanes (two each direction), a 12-foot continous left turn lane and other incidental work common to this type of project. Install required illumination and traffic signals.

System Action, Airports, Railroads, Water Development, Recreational and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated and respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requi
negative decla

FHPM 7-7-5 Requi

Public Hearing
Location/Desig
the Oregon Act

Data for PR-37:

Preliminary En

Note: This proj

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3 Clearinghouse

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eted or underway.

FHPM 7-7-2 Requirements: Major action (non-significant) requiring negative declaration concurred in by FHWA on January 6, 1976.

FHPM 7-7-5 Requirements:

Public Hearings--Opportunity for hearing will be offered.
Location/Design--Approval will be requested in conformance with the Oregon Action Plan.

Data for PR-37:

Preliminary Engineering--Field Work	$19,000
P.S. & E. Preparation	3,000
Total	$22,000

Note: This project is in Congressional District No. 2.

.8882

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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 19, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, Oregon 97301

George N Hopkins

FROM George N. Hopkins
Project Development Engineer

RECEIVED
STATE HWY ENGR
JAN 22 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT Notice of Intent for Federal Aid Funds
District 3
Pine Street-Academy Street Section
Pacific Highway East U.S. Route 99E
Marion County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be February 25, 1976.

Attchment

BLG:re

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
W. D. Albright
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Division

NOTED
MARIE STEPHENS

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department Of Transportation			
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	[71
01	12] PROJECT TITLE Pine Street - Academy Street	District 3			[79
11	12] PROJECT LOCATION—CITY Pacific Highway East U.S. Route 99E	PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION SEC: -- T: 7 S. R: 3 W.		

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is to improve the capacity and safety for automative traffic [71

06 12] by reconstructing certain sections and widening and overlaying various other

07 12] sections of Pacific Highway East between Pine Street and Academy Street. [71

08 12] Preliminary engineering, grading, paving, traffic signals and incidental work [71

09 12] are involved. [71

10 12] (see attached)

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	180,000	----	20,000	----	----	200,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE Title 23 U.S.C. Highways, Section 209	[71
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: January 19, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 February	43] DAY [44 25,	45] YEAR [46 1976

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: January 19, 1976

VI. If project includes state funds (12C), identify agency Local Government matching funds

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

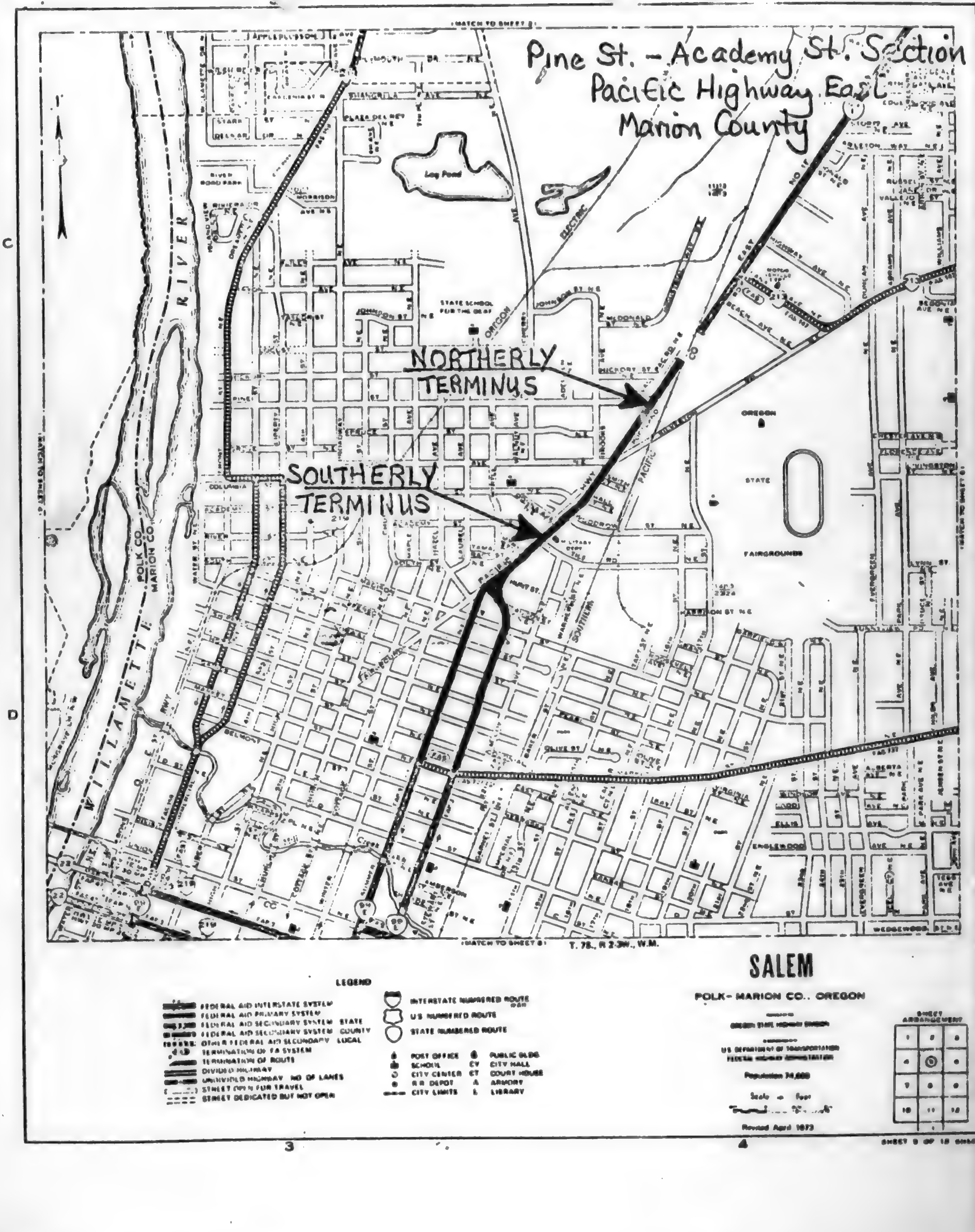
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a category 3 Project of Major Non-Significant environmental impact under Oregon's Action Plan.

This Project is proposed by the Oregon State Highway Division.

Pine St. - Academy St. Section
Pacific Highway East
Marion County
NORTHERLY TERMINUS
SOUTHERLY TERMINUS
MATCH TO SHEET 5
MATCH TO SHEET 8
T. 7S., R 2-3W., W.M.
WILLAMETTE RIVER
POLK CO.
MARION CO.
Log Pond
STATE SCHOOL FOR THE DEAF
OREGON STATE FAIRGROUNDS
PACIFIC HWY
SOUTHERN PACIFIC
OREGON ELECTRIC
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SALEM
POLK- MARION CO., OREGON
OREGON STATE HIGHWAY DIVISION
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 74,600
Scale in Feet
Revised April 1973
SHEET ARRANGEMENT
1
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12
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SHEET 5 OF 12 SHEETS

1 E

88P2

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
January 14, 1976

FILE: PRO 4-3

FROM: L. W. Ru[illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Pine St.-Academy St. (Salem) Sect.
Pacific Highway East
Marion County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-signficant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
ESH
E. S. Hunter
Date 1-15-76

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 3 : F. T. Lacey

RECEIVED
STATE HWY ENGR
JAN 14 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1 Versteeg 1
2 Olson alh
~~Copy~~ Terpin
Scott
Copy Swenson
Anderson
az Copy Trout

RECEIVED
JAN 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

Memorandum

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 6, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project HHS-176(-)
Pine Street-Academy Street (Salem) Section
Pacific Highway East
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 26 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

PROJECT MANAGEMENT
JAN 9 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 8, 1975

A. PROJECT IDENTIFICATION

Name of Project Pine Street-Academy Street (Salem) Section (Section) HHS-176(-)

Location of Project - Pacific Highway East (Highway Name) U.S. 99E, Ore. 1E (Highway No., US - ORE)

Salem (City) Marion (County) II (Region)

Program HH (Funding) $200,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reconstruct, widen and overlay various units of the project to improve the capacity and safety for automotive traffic.

Origin and History: Administrative action identified this project as essential based on the needs study and deficiency rating.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.43 miles

Termini The northerly terminus is Pine Street and the southerly terminus is at Academy Street.

Alignment (new or existing) Existing alignment.

CATEGORY
3 PROJECT

MAJOR
NON-SIG.

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately $\frac{1}{2}$ acre of commercial properties.

Typical Section An Urban roadbed section providing 4 travel lanes, a median and sidewalks is proposed.

Bikeway None.

Structures The Southern Pacific Railroad undercrossing may require some modification.

Additional Facilities Traffic signals and channelization.

Access Control Access controlled by permit.

Materials Several commercial sources are available in the Salem area.

Borrow and Waste Disposal A waste disposal area for used concrete, asphalt pavement and soils would be required.

Special Construction Methods None.

Characteristics (ADT) Present ADT (1974) at M.P. 47.56 = 22,400, at M.P. 47.95 = 15,300, and at M.P. 48.21 = 25,000. Fifteen year projection factor for this area is 1.7.

Other General Information (or Supplemental information to items) The Salem Area Transportation Study Plan for 1982 calls for the extension of a Pine St. - Hickory St. couplet as a four-lane facility crossing Pacific Highway East and intersecting Silverton Road at or near the Seventeenth Street intersection. A six-lane section is proposed for Pacific Highway East from the Pine St. intersection to the south as far as Hall St. N.E.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Design alternatives considering free flow traffic lanes, channelization, and auxillary turning lanes will be studied.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type Corridor - Design Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

Date Submitted Date Received

Expected Coordination with Local, State and Federal Agencies City of Salem, Federal Highway Administration.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization____________
☐ Reconnaissance____________
☐ Field Location____________
☐ Office Location____________
☐ Field Prel. Design____________
☐ Office Prel. Design____________
☐ Final Design____________
☐ Contract Plans____________

FHWA

Status Date

☐ Systems Planning____________
☐ Prel. Engineering____________
☐ Corridor Approval____________
☐ Design Approval____________
☐ Plans, Specifications and Estimates Approval____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)____________

The natural topography of the area is flat to gently rolling. Flora consists of a few oak and maple trees that remain in this well developed Commercial-Industrial section extending along the highway and railroad track. Fauna is limited to rodents and songbirds that have adapted to the available habitat within the commercial zone.

There are no defined drainageways in the vicinity. Storm sewers and other man-made facilities are required for surface water drainage. The intrusion of large buildings and surfaced parking lots and streets has limited the recharge area and surface water runoff is fairly rapid.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use adjacent to the highway and railroad track that traverses the area is almost entirely commercial and light industrial. One of the commercial elements is a motel near the intersection of Silverton Rd. and Pacific Highway East and is a noise sensitive receptor. Considering the large volume of automotive traffic and the occasional train passing by, ambient noise levels are above the FHWA guide lines. It is not anticipated that construction of the proposed project will significantly change noise levels. Air quality is considered to be within extablished standards however there may be times during inversion periods when the standards are exceeded. Utilities that might be affected by construction are telephone, power, storm and sanitary sewers, water and natural gas services.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Approximately one-half acre of commercial property may be required.

Consequences:

Business frontages would be reduced slightly. Commercial signs for eight businesses would be affected and several large trees would be removed from a motel frontage.

2. Estimated Changes in Traffic Patterns:

None anticipated.

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Removal of three oak and maple trees at Intersection of Silverton Rd. and Fairgrounds Rd.

Consequences:

The aesthetic and shade value to a motel would be lost.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Indirect source construction permit may be required. Consultation with DEQ will lead to specific air quality requirements.

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer		XX	
Air Quality Engineer		XX	
Cultural Geographer			
Urban Planner		XX	
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

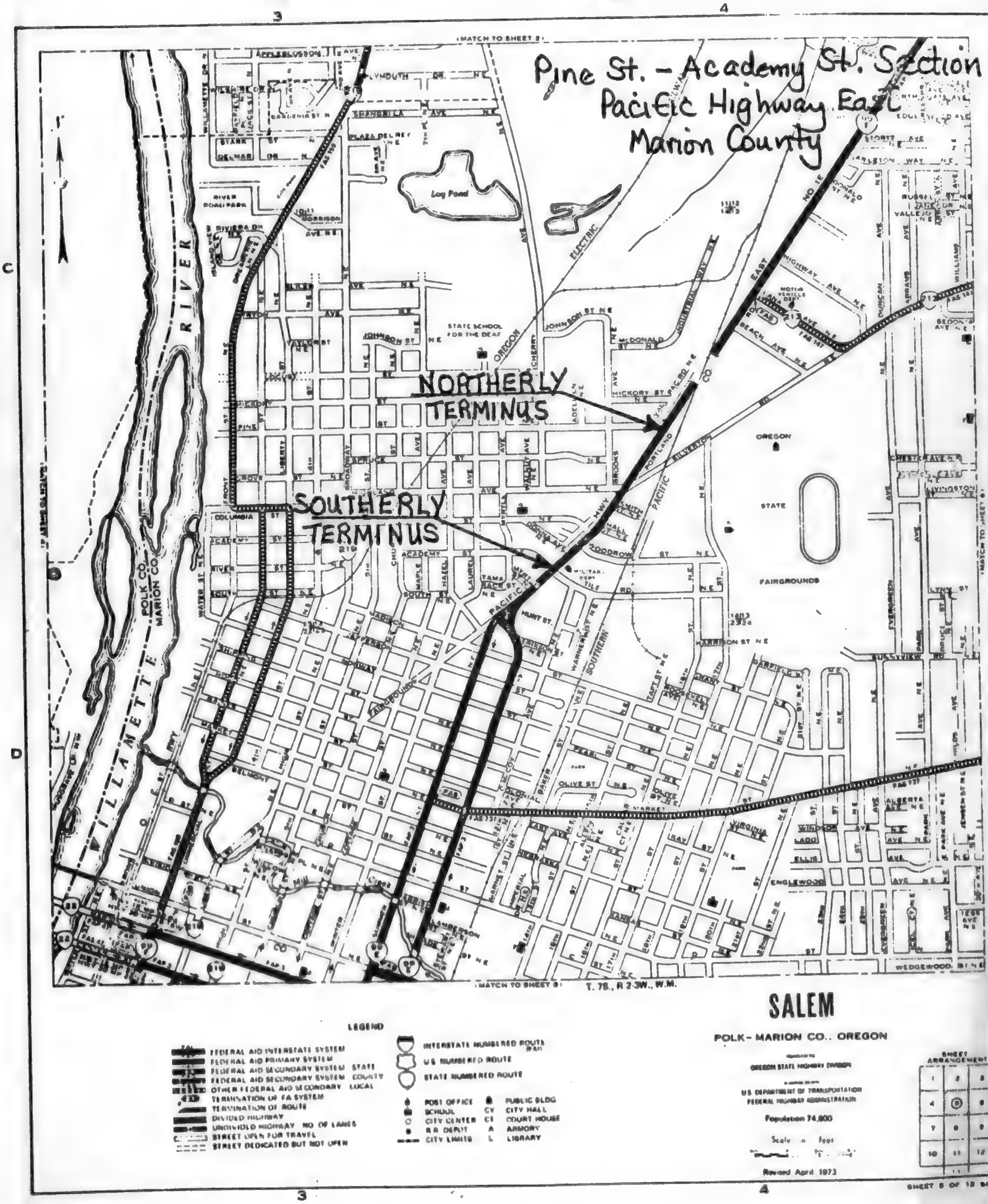
☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

- ☒ Major Action
  - ☐ Significant ☒ Non-Significant
- ☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Assessment Only
- ☐ Section 4(f)
- ☒ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ OTHER ______________________


Pine St. - Academy St. Section
Pacific Highway East
Marion County

NORTHERLY TERMINUS

SOUTHERLY TERMINUS

3
4
C
D
MATCH TO SHEET 2
MATCH TO SHEET 8
MATCH TO SHEET 6
T. 7S., R 2-3W., W.M.
WILLAMETTE RIVER
POLK CO.
MARION CO.
Log Pond
STATE SCHOOL FOR THE DEAF
OREGON ELECTRIC
PORTLAND HWY
PACIFIC HWY
SOUTHERN PACIFIC
OREGON STATE FAIRGROUNDS
SILVERTON RD
WOODROW ST
HICKORY ST
PINE ST
ACADEMY
COLUMBIA
RIVER
WEDGEWOOD
SALEM
POLK-MARION CO., OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 74,800
Scale in Feet
Revised April 1973
SHEET ARRANGEMENT
SHEET 5 OF 12
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CV CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

8882 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 6, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project HHS-176(-)
Pine Street-Academy Street (Salem) Section
Pacific Highway East
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 26 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
JAN 9 '76
[illegible] TO
Rulien
FOR

Info	[illegible]	[illegible]	D.R	Sign	Act	File
					✓	

cy Schroeder

NOTED
R. L. [illegible]

RECEIVED
JAN 9 1976
Office of
Assistant State Highway Engineer

.1979 SE 142nd Ave. Bridge 88[illegible]
over Johnson Cr. in Portland
(Deck reconstruction)

C&A 6458   3-28-78

8884

STATE COPY

cc: OSHD (H S Coulter)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

NOTED
W. E. SCHWARTZ

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8884

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SOS-2601(7)	2. COUNTY Multnomah	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved the removal and replacement of the bridge deck.

Work was completed October 23, 1979 on the S.E. 142nd Avenue Bridge over Johnson Creek in southeast Portland.

5. CONTRACTOR'S NAME Siuslaw Construction Co.	6. CONTRACT AMOUNT $ 25,840.00

7. **CERTIFICATION:** *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* G. Bessey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO [illegible]
FOR
Info
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R/D
D/R
Sign
Act
File

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ________ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
X041	.001			

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY C. T. Christ[illegible]	11. DATE OF INSPECTION 2/20/80

12. IN COMPANY WITH
[illegible] Croft

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE Thomas P Lowe

14. TITLE Area Engr.

15. DATE 4/22/82

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE Original Signed By
G. K. HOSSNER
Field Operations
Engineer
G. K. Hossner

17. TITLE Field Operations Engineer

18. DATE

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8884 COPY 2.

,TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 4-129		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 2	April 14 1982	Project Number S0S-2601(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 8, 1978,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 35,159.00	$ 40,108.00
Federal funds	$ 30,975.00	$ 34,400.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehring

Program Management Engineer
(Title)

XXXy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 9, 1982

Federal-Aid Project
No. SOS-2601(7)

S.E. 142nd Ave. Bridge Over Johnson Creek (Portland)
City Street, Multnomah County

Revised Project Agreement Estimate

Type Code PE

Preliminary Engineering	All Required	$ 5,000.00

Type Code X041
Structure Bridge #16391

Subtotal of previous estimate of May 17, 1979	$26,340.00

Additional Items

Install Steel End Posts in Wing Walls (E.W.O. #1)	All Required	$ 2,573.55
Temporary Illumination (SFO #2)	All Required	484.00
	TOTAL	$ 3,057.55
	Increase	3,057.55
	SUBTOTAL	$29,397.55
	Engineering	4,409.45
	TOTAL	$33,807.00

Length of Structure -----------.001 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 5,000.00	$ 4,288.00	$ 712.00
Structure	33,807.00	28,996.00	4,811.00
SUBTOTAL	$38,807.00	$33,284.00	$5,523.00
Reserve	1,301.00	1,116.00	185.00
TOTAL	$40,108.00	$34,400.00	$5,708.00

Group 1 100%
Contract No. 8884
Prefix: 326-1948
Prefix: 426-1922
Prefix: 326-1011
Prefix: 426-1013

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 11-84

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

11-8-78

State Oregon

County Multnomah

Project No. SOS-2601(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S.E. 142nd Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/31/78	0.01
RIGHTS-OF-WAY		
CONSTRUCTION	3/31/78	0.01
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,700.00	$ 5,745.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

☆ U.S. GOVERNMENT PRINTING OFFICE: 1977—724-393 3-1

File

Oregon State Highway Division
Salem, Oregon Oct. 26, 1978

Federal Aid Project
No. SOS-2601(7)

Johnson Creek Bridge (Portland)
City Street in Multnomah County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$6,700.00
	Total	$6,700.00

Length of Project. . . . . 0.01 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 6,700.00	$ 5,745.00	$ 955.00
Retain in PS&E Status	33,400.00	28,655.00	4,745.00
Total	$40,100.00	$34,400.00	$5,700.00

Group 1 - 100%
Prefix 326-1948

8884

8

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-235

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-25-79

n Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number SOS-2601 (7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,700.00	$ 35,159.00
Federal funds	$ 5,745.00	$ 30,975.00
Other revisions		

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of May, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Oregon State Highway Division
Salem, Oregon, May 17, 1979

Federal Aid Project
No. SOS-2601 (7)

S.E. 142nd AVE. BRIDGE OVER JOHNSON CREEK (PORTLAND)
CITY STREET, MULTNOMAH COUNTY

Revised Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 5,000.00
	Total		$ 5,000.00
Type Code X041 Structure Bridge #16391			
Mobilization	All Required		$ 2,320.00
Bridge Removal Work	All Required		4,570.00
Structural Concrete, Class 3300 (9 cu.yd.)	All Required		2,630.00
6'x40'/45' Prestressed Slabs	3 Each	3,590.00	10,770.00
Reinforcement (1140 lbs.)	All Required		740.00
Structural Steel (1,450 lbs.)	All Required		1,630.00
Metal Rail with Tubing	100 Lin.Ft.	31.80	3,180.00
			$ 25,840.00
Anticipated Items Permanent Signing	All Required		$ 500.00
	Subtotal		$ 26,340.00
	Engineering		3,819.00
	Total		$ 30,159.00

Length of Structure .001 mi.

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 5,000.00	$ 4,405.00	$ 595.00
Structure	30,159.00	26,570.00	3,589.00
Subtotal	$ 35,159.00	$ 30,975.00	$ 4,184.00
Retain In P.S.& E. Status	3,888.00	3,425.00	463.00
Total	$ 39,047.00	$ 34,400.00	$ 4,647.00

Oregon State Highway Division
Salem, Oregon, May 17, 1979

Federal Aid Project
No. SOS-2601 (7)

Group 1 100%
Contract No. 8884
Prefix 326-1948
Prefix 326-1011
426-1922 (Mult. Co. forces)

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-98	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 11-8-78	te Oregon County Multnomah Project No. SOS-2601(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., NE Emerson St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-27-78	0.05
RIGHTS-OF-WAY		
CONSTRUCTION	2-27-78	0.05
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,500.00	$ 3,820.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
xx For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 30, 1978

Federal Aid Project
No. SOS-2601(1)

NE 45th Place-NE 46th Ave. (Portland) Section
City Street in Multnomah County

Project Agreement Estimate

Type Code PE		
Preliminary Engineering		
Preliminary Engineering	All Required	$4,500.00
	Total	$4,500.00

Length of Project. . . . . . 0.05 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 4,500.00	$ 3,820.00	$ 680.00
Retain in PS&E Status	13,800.00	11,830.00	1,970.00
Total	$18,300.00	$15,650.00	$2,650.00

Group 1 - 100%
Prefix 326-1937

8884

August 20, 1980

Fireman's Fund Insurance Co.
121 S. W. Salmon, Suite 900
Portland, OR 97204

OCM 5
#8884

Attention: Fidelity and Surety Department

Gentlemen:

A post-final payment for $2,000 will be made to Siuslaw Construction, Inc. and J. R. Cooper on Contract No. 8884 for deck reconstruction of S. E. 142nd Avenue Bridge over Johnson Creek in Portland as soon as the warrant is prepared.

The total amount paid on this contract will be $27,829.92 including the post-final payment. Of the total $2,373.35 is for force account.

Sincerely,

Robert W. Cornman
COMMISSION SERVICES

fhm

cc Siuslaw Construction, Inc.
and J. R. Cooper
910 East Burnside
Portland, OR 97214

C. T. Keasey
Walt Hart
Ed Hardt

8884

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
AUG 13 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

August 12, 1980

In Reply Refer to File No.: CON 5 #8884

J. R. Cooper, President
Siuslaw Construction Company
910 E. Burnside
Portland, OR 97214

Re: Contract Time
S.E. 142nd Ave. Bridge Over
Johnson Creek
Contract No. 8884

Dear Mr. Cooper:

In response to your request for information as to the basis for assessment of liquidated damages, I refer you to Section 108.10 of the Standard Specifications.

This project overran the 60 days allowed in the Special Provisions by 64 days in addition to the time excluded by the Resident Engineer's stop-work order which resulted from a faulty end post design.

Upon receipt of your request for additional time in which to complete the contract work, the project records were reviewed and a total of 9 additional days were granted, as follows:

Change in end post design -------------------	2 days
Installation of steel end posts -------------	5 days
Installation of extra crushed rock (P.A. #1)-	1 day
Error in stopping day count -----------------	1 day
Total	9 days

This time was granted in my letter of May 27, 1980.

A further review of the project records and discussions with the involved engineering people resulted in my letter of August 8, 1980, granting an additional 40 days time. This brings the total added time to 49 days, leaving 15 days liquidated damages assessed.

The project records indicate that the galvanized steel guard rail posts were rejected on the project site on May 22, 1979 for poor galvanizing, resulting apparently from a failure on the part of the galvanizers to have the posts inspected at the plant prior to delivery. The regalvanized posts arrived back on the project on June 8, 1979, a total of 17 days delay. This

Form 734-3122

delay, however, is considered to be entirely between you and your supplier and no additional time can or will be granted for this reason.

As I indicated in my letter of August 8, 1980, no further reduction in liquidated damages will be considered.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

CTK:fr

cc: H. S. Coulter
Ed Hardt
Steve Thomsen
Bob Church

118-

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1980

In Reply Refer to
File No.: CON 5 #8884

J. R. Cooper, President
Siuslaw Construction Company
910 E. Burnside
Portland, OR 97214

posted
H. S. COULTER

Re: Contract Time
S.E. 142nd Ave. Bridge Over
Johnson Creek
Contract No. 8884

Dear Mr. Cooper:

As you requested, I have again reviewed the circumstances involved in the late completion of the subject project and discussed it at some length with the engineering people involved.

Considering the extremely low traffic volumes on this structure, the facts that the structure was structurally and operationally complete, that no damage occurred to the structure during the time involved and that there was no interference with public traffic during that period, I have decided that the time from the date of completion of all other work on the structure (September 7, 1979) until the date the joint seal was available (October 17, 1979) should be returned to you.

An additional contract time extension of forty (40) calendar days is hereby granted to cover this period. A post-final estimate will be prepared reflecting this reduction in liquidated damages.

No further reductions in liquidated damages will be considered.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

CTK:fr

cc: H. S. Coulter
Ed Hardt
Steve Thomsen
Bob Church

RECEIVED
STATE HWY ENG
AUG 11 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

Form 734-3122

#8884 7-8-80 L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No. 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
P. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

#8884

L

July 1, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

OCE 5
Contract #8884

Gentlemen:

A post-final payment for $450.00 will be made to Siuslaw Construction, Inc. and J. R. Cooper on Contract No. 8884 for deck reconstruction on the Southeast 142nd Avenue Bridge over Johnson Creek in Portland in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $23,829.98 including the post-final payment. Of the total $2,372.33 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
cc: Siuslaw Construction, Inc. and
J. R. Cooper
910 East Burnside
Portland, OR 97214

bc: C. T. Kenney
Walt Hart
E. L. Hardt

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No. CON 5 #8884

June 24, 1980

RECEIVED
STATE HWY ENGR
JUN 25 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

Siuslaw Construction Company
910 E. Burnside
Portland, OR 97214

Attention: Robert Workman

Re: Contract Time
S.E. 142nd Ave. Bridge Over
Johnson Creek
Contract No. 8884

Dear Mr. Workman:

This is in response to your letter of June 16 regarding liquidated damages on the above contract.

Our letter of May 27 granted a contract time extension of nine calendar days and consequently reduced the liquidated damages from $3,200.00 to $2,750.00. A post final estimate is being prepared to reflect this reduction. Additional time was granted for all delays associated with the guard rail design change and for placing crushed rock on the ramps. Delays to the project resulting from late delivery of the joint seal and galvanizing errors are not "bona fide causes beyond the control of the contractor" and additional time was not granted for those delays. The timely furnishing of labor, materials and equipment to perform the required work is the responsibility of the contractor. Adjustments of contract time are made in accord with Section 108.09 of the contract Standard Specifications.

Please contact Resident Engineer Steve Thomsen if you wish further review of this matter.

Sincerely,

O. B. Jackmond
For C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Ed Hardt
Steve Thomsen
Bob Church

Form 734-3122

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: June 16, 1980

FROM: C. T. Keasey CT Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of June 12, 1980.

Contract	8884, Work Completed October 23, 1979
Project	SE 142nd Ave.Bridge over Johnson Creek (Portland)
Highway	City Street
County	Multnomah
Type of Work	Deck Reconstruction
Contractor	Siuslaw Construction Co.

RDC:mk

cc: H. S. Coulter
Walter Hart
R. D. Church

Surety notified
6-18-80

81-125-1387

8884

June 18, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
Contract #8884

Gentlemen:

Contract No. 8884 awarded to Siuslaw Construction, Inc. and J. R. Cooper for deck reconstruction on the Southeast 142nd Avenue Bridge over Johnson Creek in Portland in Multnomah County was completed on October 23, 1979, and accepted by the State Highway Division on June 12, 1980.

Final payment in the amount of $1,140.32 will be released to the contractor after June 23, 1980. The total contract amount is $25,379.92 including $2,573.55 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

dmc
cc: Siuslaw Construction, Inc. and
J. R. Cooper
910 East Burnside
Portland, OR 97214

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8884

L.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8884

May 27, 1980

Siuslaw Construction, Inc.
910 E. Burnside
Portland, OR 97214

Re: Time Extension Request
S.E. 142nd Ave. Bridge over
Johnson Creek
Contract No. 8884

Gentlemen:

We have carefully reviewed your request for additional contract time on the above project. A contract time extension of nine calendar days is granted due to extra work. No additional time can be allowed for the delays due to galvanizing guard rail posts and late delivery of the seal.

Very truly yours,

O. B. Jackmond

For C. T. Keasey
Assistant State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter
Marion Craft
Steve Thomsen
FHWA

RECEIVED
STATE HWY ENGR
MAY 28 '80
REFER TO
FOR

Info	Interest	R/D	O/R	Sign	Act	File

4481

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION SE 142nd Ave. Bridge Over Johnson Creek	WEEK ENDING October 27, 1979
		SECTION PREFIX 326-1011
	HIGHWAY City Street	COUNTY Multnomah
NAME OF JOB SE 142nd Ave. Bridge Deck Reconstruction	KIND OF WORK Deck Reconstruction	
CONTRACTOR Siuslaw Construction Company	CONTRACT NUMBER 8884	FEDERAL AID PROJECT NUMBER SOS-2601(7)
DATE OF CONTRACT March 9, 1979	DATE WORK STARTED April 2, 1979	ESTIMATED COMPLETION DATE ~~May 16~~ November 1, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS N/A	WORK DAYS USED N/A
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 124
PROJECT AUTHORIZATION: $ 30,159.30	SPECIFIED COMPLETION DATE N/A	PERCENT OF TIME ELAPSED 207%
EXCLUSIVE OF ENGINEERING: $ 27,525.30	ENGINEERING AUTHORIZATION $ 2,634.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 27,525.30	ENGINEERING COST TO DATE $ 7,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 86%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 285 %	DATE PROJECT WAS COMPLETED: October 24, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16391							
PERCENT	100%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	21	Rainy	1		
MONDAY	22	Showers	1		
TUESDAY	23	Partly Cloudy	1		
WEDNESDAY	24	Showers	1		Project 100% Complete
THURSDAY	25	---	0		
FRIDAY	26	---	0		
SATURDAY	27	---	0		

RECEIVED
NOV 1 1979
CONSTRUCTION
BRANCH

Hopkins
Williams
Richards
Berg
Widmer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No Activity.
MONDAY 22	No Activity.
TUESDAY 23	Contractor graded North approach to Bridge. General Clean up. Project 100% complete today. Stop calendar day count.
24 WEDNESDAY	
25 THURSDAY	
FRIDAY 26	
SATURDAY 27	

REMARKS

SIGNED Steven E Thomsen LOCATION City of Portland
Steven E. Thomsen Resident Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SPF216

8884

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 - 31 - 78

FEDERAL AID PROJECT NO.
-2601(7)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80218

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
		Non-Federal aid
		STATE ROUTE NUMBER
3-31-78	3-31-78	City Street

GENERAL LOCATION:

"Johnson Creek Bridge (Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering & Structure (Construction in accordance with Geometric Design Standards for Local Roads & Streets - Minimum H.C. 18')

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ XX PREPARATION: Including Utility Preparatory Work
TEC NTE $6,700, Federal funds $5,745
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-15-78 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 1.e.

Also, as requested in Mr. Swan's 3-15-78 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $33,400, Federal funds $28,655 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

[illegible]

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-31-78	Glenn K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8884

8

March 28, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6458

Gentlemen:

Attached for your records are fully executed copies (2 each) of agreements which cover the construction of the following projects:

1) Johnson Creek Bridge Section of S.E. 142nd Avenue
2) Greeley Avenue-Delaware Avenue Section of North Bryant Street
3) N.E. 67th Avenue and N.E. Hassalo Street Section

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Don Harwell (Agreements attached)

8884

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500. Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainer - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

FISCAL YEAR 1978 SOS-R ALLOCATION
DECEMBER 1977

Oregon's Fiscal Year 1978 SOS-R Apportionment	$3,652,374

Allocation to Urbanized Areas, Cities Under 50,000 Population, and Counties, Road Districts and Indian Reservations, is based on Percentage of Off-System Road Mileage.

GROUP I -- URBANIZED AREAS 14% of Total Off-System Road Mileage		$ 511,332
SALEM	14%	71,537
EUGENE	19%	97,153
PORTLAND	67%	342,592
GROUP II -- CITIES UNDER 50,000 POPULATION 14% of Total Off-System Road Mileage		$ 511,332
GROUP III -- COUNTIES, ROAD DISTRICTS & INDIAN RESERVATIONS 72% of Total Off-System Road Mileage		$2,629,710

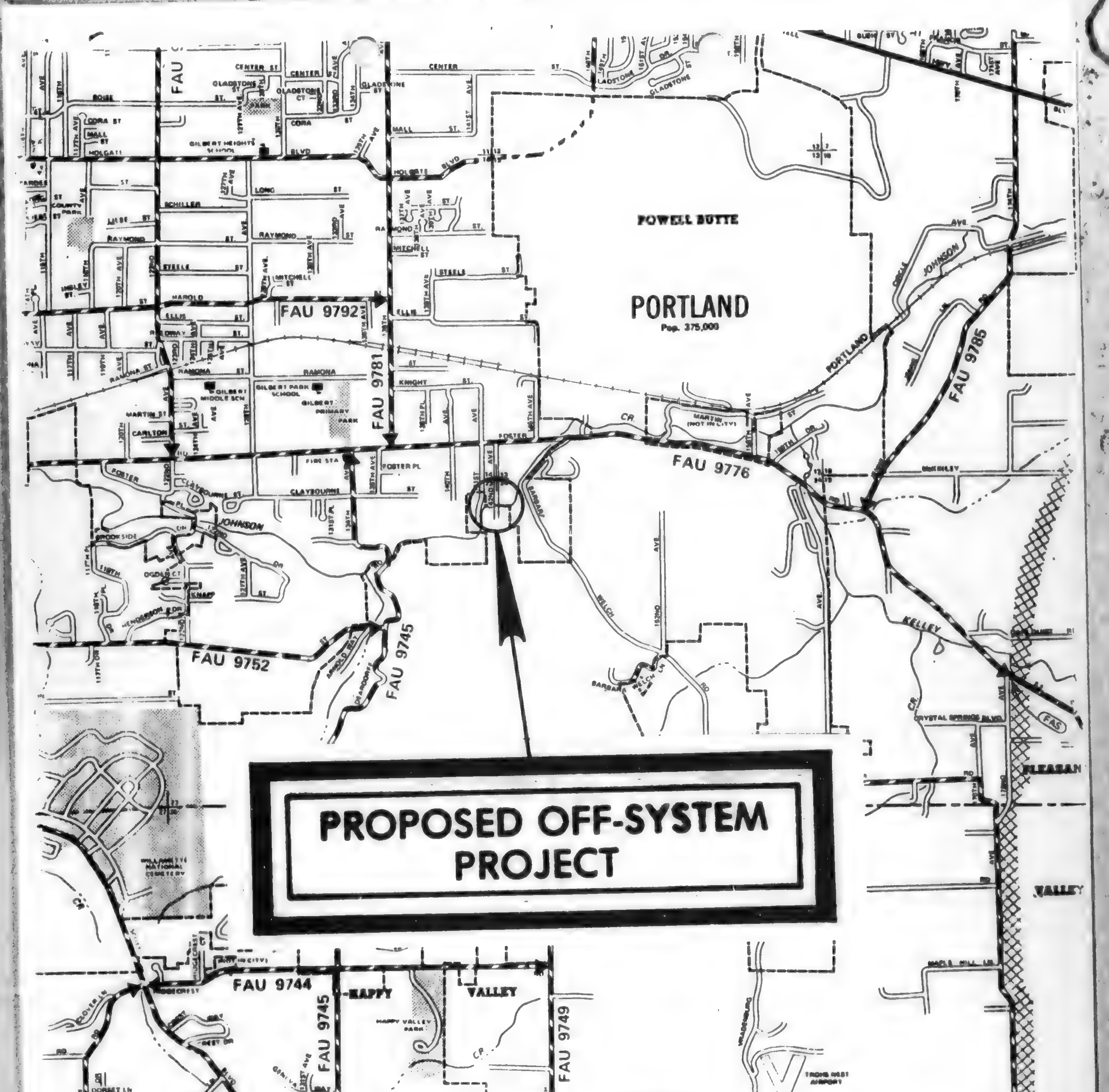
CITY OF PORTLAND
Proposed SOS-R Project

Johnson Creek Bridge
S.E. 142nd Avenue
Structure
$40,000

This project consists of repairing existing steel stringers and concrete abutments, and replacing the timber deck with reinforced concrete.

City will perform the preliminary and construction engineering.

77-b
11/29/77



PROPOSED OFF-SYSTEM PROJECT
POWELL BUTTE
PORTLAND
Pop. 375,000
HAPPY VALLEY
Pop. 1,436
FAU 9792
FAU 9781
FAU 9776
FAU 9785
FAU 9752
FAU 9745
FAU 9744
FAU 9749
FAU 9741
FAU 9731
FAU 9748
HAPPY
VALLEY
SCOUTER MTN.
BOY SCOUT CAMP
HAPPY VALLEY PARK
CENTER ST
GLADSTONE
HOLGATE BLVD
RAYMOND
STEELE
HAROLD
ELLIS
RAMONA
KNIGHT
MARTIN ST
CARLTON
FOSTER
CLAYBOURNE ST
JOHNSON
WELCH
KELLEY
CRYSTAL SPRINGS BLVD
PLEASANT
VALLEY
HAGEN
NICHOLAS
SCOTT
GILBERT MIDDLE SCH
GILBERT PARK SCHOOL
GILBERT PRIMARY PARK
GILBERT HEIGHTS SCHOOL
FIRE STA

7784

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
July 25, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Safer Off System Road Projects:
1. S.E. Woodward from 61st to 62nd Avenues
2. S.W. Ninth Drive from Ninth Place to Eighth Avenue
3. N. Bryant St. from Delaware to Greeley
4. N. Hunt St. from Newman to Woolsey
5. N.E. Emerson St. from 45th to 46th Place
6. S.W. 142nd Ave. Bridge over Johnson Creek
7. N.E. 67th Avenue and Hassalo Street

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info Inv R/D D/R Sign Act File

The above seven projects are submitted by the city of Portland to be funded under the Safer Off System Road Projects program.

The first five projects consist of upgrading unimproved city streets by installing curbs, sidewalks, drainage facilities, and overlays or new pavement where necessary.

The Southeast 142nd Avenue Bridge over Johnson Creek project will replace an old timber deck and wooden guardrails with reinforced concrete. In addition, the existing steel stringers, which span the creek, as well as the concrete abutments which support them will be refurbished.

The intersection at Hassalo and 67th Avenue would be reconstructed. The section of Hassalo between 67th and 68th avenues is presently unused and will be formally vacated by this project; a curb will be constructed across the existing curb break. The project will also improve a dangerous curve at this intersection by reconstructing the curb radius on the eastside of 67th Avenue from 23 degrees to 200 degrees. The existing curve has resulted in a history of head-on collisions because people exceeding the posted rate of speed are unable to remain in their own lane in an area where there is poor sight distance from the opposing direction.

These projects have been assessed for their potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that these projects be considered non-major actions to be included under the Statewide Safety Assessment.

GAP:cjh

cc: E. S. Hunter✓
D. E. Swan
Don Trout
L. E. George
R. N. Bothman
Jef Kaiser

1979 Power Line-China Hollow 888
Cr. Rd. Sec. of Co. Rd. (Curt
Tom Rd.) (Grading & oiling)

C&A 6531 4-27-78

PE 1000^{ac} cc 1831 AD 398

Exchange of OS for S.G.
From Lane Co
OS-2000(1)
$180,000

To Benton or
Polk Co's

#9885

8885 P

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-22-82	CC 82-03		228-1958-297 228-1056-297

BILL TO: Code:

Sherman County
Box 304
Moro, Oregon 97039
Attn: Mr. Lloyd Gosson - County Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Power Line - China Hollow Creek Road Section, on Curt Tom Road. This is an OFF SYSTEM Project No. SOS-2800(1).			
County Advance Deposit			$ 56,500.00
Federal Funds Collected			215,000.00
Less P.E. and Contract Costs			262,453.11
Paid to County for Signing			162.95
REFUND DUE COUNTY			$ 8,883.94
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 56,500.00
Advance Deposit Previously Transferred to Highway Fund	$ 45,150.00
Balance	$ 11,350.00
Transfer to Highway Fund	$ 2,466.06
Refund Due	$ 8,883.94
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1831

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D.E.Swan, P.E.

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 2-22-82

COUNTY SHERMAN **Contract No.** 8885 **Date Completed** 9-20-79

PROJECT # SOS-2800(1) **Section** Powerline - China Hollow Creek Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 9,094.64
Construction		
Payment to Contractor		$216,877.66
Engineering		36,480.81
SFO #1 (Signing by County)		162.95
		$253,521.42
Total Cost of Project	$262,616.06	
Federal Funds Collected	215,000.00	
County Share of Costs		
County Advance Deposit	$ 56,500.00	
Federal Funds Collected	215,000.00	
Less P.E. & Contract Costs	262,453.11	
Paid to County for Signing	162.95	
REFUND DUE COUNTY	$ 8,883.94	

Reference: Billing Form CC 82-03

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Powerline-China Hollow Cr. Rd. Section Curt Tom County Rd. Sherman County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 8,996.50	
	Total Participating Preliminary Engineering				$ 8,996.50	✓
	Construction					
	Type Code 3010					
	Roadway (Sta. 4+00 To Sta. 89+94.31)					
	Final Contract Payment Summary	Lump	Sum		$214,704.42	✓
SFO	#1 Work by Sherman Co. (Signing)	All	Required		162.95	
					$214,867.37	
	Construction Engineering					
	State	All	Required		$ 20,198.40	✓
	Total Participating Cost				$244,062.27	
	Nonparticipating Cost					
	Construction Engineering	All	Required		16,255.43	✓
	State (P.E.)	All	Required		98.14	✓
	Final Contract Payment Summary	Lump	Sum		2,173.24	✓
	Total Nonparticipating Cost				$ 18,526.81	
	Total Project Cost				$262,589.08	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/30/81.					
					216,877.66 36,453.83	
	Sherman County was paid 100% of $162.95					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCH S05-6000(1) From: 3-16-78 To: 6-19-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Max. Federal Funds		
$ 9,094.64	$ 8,996.50	85.80%	$ 7,719.00	$ 7,719.00	$ 0.00
3,873.93	1,400.64	88.16%	1,235.00	1,235.00	0.00
249,620.51	233,665.23	88.16% ?	206,046.00	206,046.00	0.00
$262,589.08	$244,062.27	DATE	$215,000.00	$215,000.00	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		10/23/81

V.L. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
TOTAL TO DATE JOB COST SUMMARY                                                           NOVEMBER 1981       PAGE  1

                                                                                            FISCAL           GRAND T
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DA
                                        227    1096       944      00 P 1      36.00            91.46          2.01
                                        227    1096       945      00 P 1                      163.78            21
                                        227    1096       946      00 P 1                                        24
                                        227    1096       948      00 P 1                                        27
                                        227    1096       985      00 P 1                                         1
                                                          TOT      00
                                                          TOT      P1        567.55CR        4,050.09          136.7
                                                          TOT      N1        600.00            635.22             7
                                                       ** JOB TOTALS **       42.45   **     4,685.31   **     137.55

POWER LINE-CHINA HOLLOW RD       CONT NO 8885 * FA PROJ NOS SOS 800001 100 OS  800001
                                                                                             2,173.24CR          1.4
                                        228    1056       201      00 P 1                                       213.2
                                        228    1056       201      00 P 2                    2,173.24            2.1
                                        228    1056       201      00 N 1                                          1
                                        228    1056       270      01 P 1                                       251.6
                                        228    1056       296      02 N 9                                        44.4
                                        228    1056       297      00 N 9                                       207.
                                        228    1056       298      00 N 9                                           2
                                        228    1056       900      00 P 1
                                        228    1056       900      00 P 2                   15,955.28CR         20.3
                                        228    1056       900      00 N 1                   15,956.28           16.2
                                        228    1056       920      00 P 1
                                        228    1056       945      00 P 1                       26.98
                                        228    1056       948      00 N 1                                        1.4
                                                          TOT      P1                        2,173.24CR        233.6
                                                          TOT      P2                       15,955.28CR         18.4
                                                          TOT      N1                       18,155.50
                                                       ** JOB TOTALS **               **        26.98   **     253.5

WWV RRXING @ FERNDALE RD         CONT NO         FA PROJ NOS RR0000S043 100
                                        230    1052       205      02 P 1                      542.41           33.8
                                        230    1052       270      01 P 1                                       37.1
                                        230    1052       296      00 N 9        18.25CR       806.62CR         37.1
                                        230    1052       298      00 N 9        18.25         806.62            1.0
                                        230    1052       900      00 P 1                                        5.
                                        230    1052       903      02 P 1                                          5
                                        230    1052       915      00 P 1
                                        230    1052       915      02 P 1                      346.37
                                        230    1052       920      00 P 1
                                        230    1052       948      00 P 1                        7.08
                                                          TOT      P1                          895.86           41.
                                                       ** JOB TOTALS **               **       895.86   **      41.

WWV RRXING @ APPLETON RD         CONT NO         FA PROJ NOS RR0000S044 100
                                        230    1053       270      01 P 1                                        35.
                                        230    1053       270      02 P 1                    5,424.09             5.
```

```
                                                          NOVEMBER 1981        PAGE  137

                                                               FISCAL           GRAND TOTAL      ACTIVE YRS
   PREFIX            FUNCTION   GR  CURRENT MONTH         YEAR TO DATE            TO DATE        BEG     END
227    1096          944     00 P 1         36.00                91.46              2,017.06      81      81
227    1096          945     00 P 1                             163.78                214.79      81      81
227    1096          946     00 P 1                                                   540.52      81      81
227    1096          948     00 P 1                                                   236.26      81      81
227    1096          985     00 P 1                                                    13.23      81      81
                     TOT     00
                     TOT     P1            567.55CR           4,050.09            136,760.44
                     TOT     N1            600.00               635.22                793.65
                  ** JOB TOTALS **          42.45   **        4,685.31    **      137,564.09   **

NO 8885 * FA PROJ NOS SOS 800001 100 SS  800001                                               STATE
228    1056          201     00 P 1                           2,173.24CR            1,431.63      79      81
228    1056          201     00 P 2                                               213,272.89      79      80
228    1056          201     00 N 1                           2,173.24              2,173.24      81      81
228    1056          270     01 P 1                                                   162.95      80      80
228    1056          296     00 N 9                                               251,681.00CR    79      80
228    1056          297     00 N 9                                                44,400.00      79      79
228    1056          298     00 N 9                                               207,281.00      79      80
228    1056          900     00 P 1                                                   280.42CR    79      81
228    1056          900     00 P 2                          15,955.28CR           20,392.34      79      81
228    1056          900     00 N 1                          15,955.28             16,256.43      79      81
228    1056          920     00 P 1                                                    74.78      79      79
228    1056          945     00 P 1                                                    11.70      81      81
228    1056          948     00 N 1                              26.98                 26.98      81      81
                     TOT     P1                               2,173.24CR            1,400.54
                     TOT     P2                              15,955.28CR          233,665.23
                     TOT     N1                              18,155.50             18,455.65
                  ** JOB TOTALS **                  **           26.98    **      253,521.42   **

NO                FA PROJ NOS RR00005043 100                                                  STATE
230    1052          205     02 P 1                             542.41                            81      81
230    1052          270     01 P 1                                                33,822.35      78      79
230    1052          296     00 N 9         18.25CR             806.62CR           37,166.23CR    78      81
230    1052          298     00 N 9         18.25               806.62             37,166.23      78      81
230    1052          900     00 P 1                                                 1,070.05      79      80
230    1052          903     02 P 1                                                 5,424.08      81      81
230    1052          915     00 P 1                                                   580.65      78      79
230    1052          915     02 P 1                             346.37                346.37      81      81
230    1052          920     00 P 1                                                    31.66      79      81
230    1052          948     00 P 1                               7.08                 20.65      81      81
                     TOT     P1                                 895.86             41,295.81
                  ** JOB TOTALS **                  **          895.86    **       41,295.81   **

NO                FA PROJ NOS RR00005044 100                                                  STATE
230    1063          270     01 P 1                                                35,962.58      78      79
230    1063          270     02 P 1                           5,424.09              5,424.09      81      81
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TOTAL TO DATE JOB COST SUMMARY                                                    NOVEMBER 198
                                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO D
                                     227    1960     297       00 N 9
                                     227    1960     298       00 N 9
                                     227    1960     901       00 P 1
                                     227    1960     901       00 N 1
                                     227    1960     905       00 P 1
                                     227    1960     910       00 P 1
                                     227    1960     911       00 P 1
                                     227    1960     913       00 P 1
                                     227    1960     914       00 P 1
                                     227    1960     918       00 P 1
                                     227    1960     920       00 P 1
                                     227    1960     921       00 P 1
                                     227    1960     922       00 P 1
                                     227    1960     923       00 P 1
                                     227    1960     926       00 P 1
                                     227    1960     927       00 P 1
                                     227    1960     950       00 P 1
                                                     TOT       P1
                                                     TOT       N1
                                                   ** JOB TOTALS **                 **

    CHINA HLW CK RD-POWER LN       CONT NO       * FA PROJ NOS SOS 800001 100
                                     228    1958     295       00 N 9
                                     228    1958     296       00 N 9
                                     228    1958     298       00 N 9
                                     228    1958     901       00 P 1                               39.
                                     228    1958     901       00 N 1                               39.
                                     228    1958     905       00 P 1
                                     228    1958     910       00 P 1
                                     228    1958     914       00 P 1
                                     228    1958     920       00 P 1
                                     228    1958     921       00 P 1                               57.
                                     228    1958     921       00 N 1                               57.
                                     228    1958     922       00 P 1
                                     228    1958     922       00 N 1
                                     228    1958     923       00 P 1
                                                     TOT       P1                                   96.
                                                     TOT       N1                                   96.
                                                   ** JOB TOTALS **                 **

    WWV RR XING @ APPLETON         CONT NO         FA PROJ NOS RR00005044 100
                                     230    1942     296       00 N 9
                                     230    1942     298       00 N 9
                                     230    1942     901       00 P 1
                                     230    1942     905       00 P 1
                                                     TOT       P1
                                                   ** JOB TOTALS **                 **
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RY
                                                                 FISCAL          GRAND TOTAL
MENT          PREFIX        FUNCTION   GR   CURRENT MONTH     YEAR TO DATE          TO DATE
                                                                                 2,170.00
         227    1960       297      00 N 9                                      18,860.00
         227    1960       298      00 N 9                                      12,479.07
         227    1960       901      00 P 1                                         312.58
         227    1960       901      00 N 1                                       3,219.40
         227    1960       905      00 P 1                                       4,173.38
         227    1960       910      00 P 1                                          41.68
         227    1960       911      00 P 1                                           8.31
         227    1960       913      00 P 1                                           8.40
         227    1960       914      00 P 1                                         692.60
         227    1960       918      00 P 1                                          59.70
         227    1960       920      00 P 1                                       1,046.30
         227    1960       921      00 P 1                                          79.88
         227    1960       922      00 P 1                                         226.18
         227    1960       923      00 P 1                                       1,621.82
         227    1960       926      00 P 1                                          48.10
         227    1960       927      00 P 1                                       1,223.97
         227    1960       950      00 P 1                                      24,928.79
                           TOT         P1                                          312.58
                           TOT         N1                                       25,241.37  **
                       ** JOB TOTALS **               **                 **

                                                                                          STATE
   CONT NO          * FA PROJ NOS SOS 800001 100                                   750.00
         228    1958       295       00 N 9                                      8,469.00CR
         228    1958       296       00 N 9                                      7,719.00
         228    1958       298       00 N 9                      39.32CR         3,809.35
         228    1958       901       00 P 1                      39.32              39.32
         228    1958       901       00 N 1                                      3,464.92
         228    1958       905       00 P 1                                        539.41
         228    1958       910       00 P 1                                          9.00
         228    1958       914       00 P 1                                         63.50
         228    1958       920       00 P 1                      57.12CR         1,019.72
         228    1958       921       00 P 1                      57.12              57.12
         228    1958       921       00 N 1                                         53.33
         228    1958       922       00 P 1                                          1.70
         228    1958       922       00 N 1                                         37.27
         228    1958       923       00 P 1                      96.44CR         8,996.50
                           TOT         P1                        96.44              98.14
                           TOT         N1                                 **     9,094.64  **
                       ** JOB TOTALS **               **

                                                                                          STATE
   CONT NO              FA PROJ NOS RR0000S044 100                                 824.22CR
          230    1942      296        00 N 9                                       824.22
          230    1942      298        00 N 9                                       819.77
          230    1942      901        00 P 1                                        96.03
          230    1942      905        00 P 1                                       915.80
                           TOT          P1                                 **      915.80  **
                        ** JOB TOTALS **              **
```

88 3-

STATE COPY

RECEIVED
STATE HWY ENGR
JUN 22 '8
REFER TO
Kooney
FOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

6/22 req to

8885

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-2800(1)	Sherman	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental,work on this project involved construction of roadbed, aggregate subbase, aggregate base, prime coat and asphalt macadam wearing course.

Work was completed September 20, 1979 on the Power Line-China Hollow Cr. Rd. Section of Curt Tom County Road approximately 4 miles southwesterly of Rufus.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
North Santiam Sand & Gravel, Inc.	$ 229,282.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Signing as suggested in Area Engineer Carter's final inspection report is now in place.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 26 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
3010	1.628	30.0		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	9-24-79 & 6-17-81

12. IN COMPANY WITH Unaccompanied.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 6-19-81	17. TITLE Field Operations Engineer	18. DATE 6-19-81

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

L

5885

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-115 + 5-116 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-23-80	tate Oregon County Sherman Project Number SOS-OS-2800(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 271,506.00	$ 271,506.00
Federal funds	188,954.00-SOS $ 26,046.00-OS	8,954.00-SOS $ 206,046.00-OS
Other revisions		

This modification is made for the following reasons:

to utilize appn code 627 funds which are subject to lapse

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of July, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Glenfeld

Oregon State Highway Division
Salem, Oregon July 8, 1980

Federal Aid Project
No. SOS-OS-2800(1)

Powerline-China Hollow Cr. Rd. Section
Curt Tom County Road
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required	$ 9,000.00

Type Code 3010
Roadway (Sta. 4+00 to Sta 89+94.31)

Total same as previous estimate of April 12, 1979	$262,506.00

Length of Roadway---------- 1.628 miles
Cost of Roadway per mile -- $161,244.47

SUMMARY OF FUNDS (85.77%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
P.E.	680	$ 9,000.00	$ 7,719.00	$ 1,281.00
Roadway	680	1,440.00	1,235.00	205.00
Roadway	627	261,066.00	206,046.00	55,020.00
TOTAL		$271,506.00	$215,000.00	$ 56,506.00

*18,000 From Lane Co OS-2000(1)

GROUP 1-100%
CONTRACT NO. 8885
PREFIXES 228-1958 P.E.
228-1056

8885

9

State Copy

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-19	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Sherman
MODIFICATION NUMBER 1	5-3-79	Project Number SOS-OS-2800(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,000.00	$ 271,506.00
Federal funds	$ 6,000.00	$ 188,954.00 SOS $ 26,046.00 OS
Other revisions		

This modification is made for the following reasons:

To add construction phase

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of May, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

BXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 464

Oregon State Highway Division
Salem, Oregon, April 12, 1979

Federal Aid Project
No. SOS- 0S-2800(1)

Powerline-China Hollow Cr. Rd. Section
Curt Tom County Road
Sherman County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 9,000.00

Type Code 3010
Roadway (Sta. 4+00 to Sta. 89+94.31)

Mobilization	All Required		22,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	16 Sq.Ft.	$ 10.00	160.00
Temporary Barricade	4 Each	100.00	400.00
Flagmen	50 Hour	21.00	1,050.00
General Excavation	11,561 Cu.Yd.	2.50	28,902.50
Trench Excavation	117 Cu.Yd.	11.00	1,287.00
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	450 M-Gal.	12.00	5,400.00
Aggregate Subbase	13,700 Cu.Yd.	8.25	113,025.00
3/4"-0 Aggregate Base	2,200 Cu.Yd.	8.75	19,250.00
Aggregates in Asphalt Macadam	650 Cu.Yd.	15.00	9,750.00
AR-2000 Asphalt in Asphalt Macadam	41 Ton	170.00	6,970.00
Asphalt in Seal Coat	24 Ton	170.00	4,080.00
Extra for Asphalt Macadam Approaches	2 Each	200.00	400.00
3/4"-0 Aggregate in Prime Coat	170 Cu.Yd.	15.00	2,550.00
MC-250 Asphalt in Prime Coat	31 Ton	170.00	5,270.00
18-inch Culvert Pipe	342 Lin.Ft.	14.00	4,788.00
			$229,282.50

Anticipated Items

Temporary Erosion Control	All Required	$ 2,000.00
	Subtotal	$231,282.50
	Engineering	31,223.50
	Total	$262,506.00

Length of Roadway	1.628 Mile
Cost of Roadway Per Mile	$161,244.47

Oregon State Highway Division
Salem, Oregon April 12, 1979

Federal Aid Project
No. SOS-OS-2800(1)

SUMMARY OF FUNDS (85.77%)

Description	Appn. Code	Total Cost	Federal Funds	County Funds
Preliminary Engineering	680	$ 9,000.00	$ 7,719.00	$ 1,281.00
Roadway	680	229,521.00	181,235.00	48,286.00
Roadway	627	32,985.00	26,046.00	6,939.00
		$271,506.00	$215,000.00	$56,506.00

Group 1	100%
Contract No.	8885
Prefix No.	228-1958
Prefix No.	228-1056

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-63	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-13-78	ate Oregon County Sherman Project No. SOS-2800(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Curt Tom Rd. ½ mi. S. of Rufus

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/16/78	1.6
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata: 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,000.00	$ 6,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon Sept. 28, 1978

Federal Aid Project
No. SOS-2800(1)

Power Line-China Hollow Creek Rd. Section
Co. Rd. in Sherman County

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$ 7,000.00
	Total	$ 7,000.00

Length of Project. . . . . 1.6 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 7,000.00	$ 6,000.00	$ 1,000.00
Retain in Program(PS&E Status)	181,500.00	155,360.00	26,140.00
Total	$188,500.00	$161,360.00	$27,140.00

Group 1 - 100%
Prefix: 228-1958

8885

2.

north santiam sand & gravel inc.
Stayton

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

April 30, 1980

RECEIVED
STATE HWY ENGR
MAY 5 - '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to

Oregon State Highway Division
Highway Building
Salem, Oregon

RE: Powerline-China Hollow Creek Rd.
Contract #8885

Gentlemen:

In our letter of February 7, 1980, we took exception as to payment of quantities for BI #10, Agg. Sub-Base, BI #11, 3/4"-0 Agg. Base, BI #6001, price reduction for non-specification asphalt for BI #13 & 14.

Due to under run of aggregate quantities:

	PLAN	AS CONSTRUCTED	DIFF
BI #10	13,700 cy.	10,790 cy.	-2,910 cy.
BI #11	2,200 cy.	1,673 cy.	- 527 cy.
BI #12	650 cy.	772 cy.	+ 122 cy.
BI #16	170 cy.	178 cy.	+ 8 cy.
	16,720 cy.	13,413 cy.	-3,307 cy.

The contractor was unable to recover costs expended in the quarry for drilling and shooting of material, pit development, site restoration.

We therefore request payment for the following cost expense:

Drill & Shoot	3,307 cy. @1.05/yd. =	$3,472.35
Total Site Dev.	8 hrs. D8 Cat @ 85.00/hr. =	680.00
Total Site Clean Up	8 hrs. D8 Cat @ 85.00/hr. =	680.00
	6 hrs. Loader @ 75.00/hr. =	450.00
		$1,810.00
Pro-rated portion	3307 cy./13,413 cy.	$ 446.26

In our letter of March 13, 1980 to Mr. Arthur Steele, I requested the asphalt penalty be returned to contractor based on Chevron asphalt

north santiam sand & gravel inc.
Stayton

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

test results on like material ran from stock which was furnished this project. The price reduction was requested in January 1980, four months after material was used on the project. An unreasonable time lapse to offset any money due the oil company for the price reduction as off set by the Highway Division. $455.18.

We therefore request $4,373.79 for incurred costs on this project due to an unreasonable under run of quantities.

Sincerly,

NORTH SANTIAM SAND & GRAVEL INC.

Jim Lambie

Jim Lambie

JL:la

8885

2

north santiam sand & gravel inc
Stayton

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

February 7, 1980

~~Oregon State Highway Division~~
~~Highway Building~~
~~Salem, Oregon~~

Reference: Powerline- China Hollow Creek Rd.
Est. #8 Final

Gentlemen:

Enclosed is final voucher for contract #8885 Powerline-China Hollow Creek Rd. Set.

We have signed this voucher taking exception to final quantities paid for bid item #10, aggregate sub-base, bid item #11, 3/4"-0 aggregate base, item #6001, price reduction for non-specification asphalt BI 13 & 14.

Enclosed is copy of a letter to Mr. Art Steele outlining our concerns as to quantities offered for final payment.

Sincerly,

NORTH SANTIAM SAND & GRAVEL INC.

Jim Lambie

Jim Lambie

JL:la

CC: R. Gormsen
~~C. T. Kersey~~

NOTED
[illegible]

RECEIVED
FEB 20 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
FEB 14 1980
HIGHWAY ACCOUNTING

READY MIXED CONCRETE ● CRUSHED ROCK ● SAND & GRAVEL ● PAVING ● CONSTRUCTION

north santiam sand & gravel inc.
Stayton

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

February 7, 1980

Mr. Arthur Steele, Office Engineer
Oregon State Highway Division
3313 N. E. Frontage Rd.
The Dalles, Oregon 97058

Reference: Contract #8885
Powerline-China Hollow Creek Rd.

Gentlemen:

Final quantities for this project have been submitted to us on Estimate #8 Final and we take exception to the quantities paid for Bid #10, "Aggregate Base", bid item #11 3/4"-0 aggregate base, adjustment items 6001 price reduction for non specification asphalt B. I. 13 & 14.

In checking field notes for the rock quantities, I could not isolate quantities of materials placed in the field approaches, material to fill low area in ditch and slope in China Hollow Rd.-Tom Curt Rd. Intersection, material to adjust grade in the intersection of road approach approximate station 5 + 25, material used to back fill excavation area's for extra work order #1.

The Chevron Asphalt Company is checking asphalt samples retained from that that was used for this project. I should have their results prior to agreeing to the price reduction.

We will return Est. #8 to the Highway Department with these exceptions and perhaps you can enlighten me as to how these additional quantities have been accounted for.

Sincerly,

NORTH SANTIAM SNAD & GRAVEL INC.

Jim Lambie

RECEIVED
FEB 20 1980
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

JL:la
cc: Oregon State Highway Division; Salem, Oregon.

READY MIXED CONCRETE ● CRUSHED ROCK ● SAND & GRAVEL ● PAVING ● CONSTRUCTION

8845

2

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.-Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.-Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

8885

January 28, 1980

St. Paul Fire & Marine Insurance Co.
300 N.E. Multnomah, Suite 700
Portland, OR 97232

CON 5
Contract #8885

Gentlemen:

On January 23, 1980, we wrote to you concerning release of final payment on Contract No. 8885 awarded to North Santiam Sand & Gravel, Inc. for work on Power Line-China Hollow Creek Road in Sherman County.

The total contract amount is $216,877.66, including $793.53 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: North Santiam Sand & Gravel, Inc.
P. O. Box A
Stayton, OR 97383

Rollins Burdick Hunter of Oregon, Inc.
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Dale Allen

NARRATIVE REPORT

12-18-79

CURT TOM ROAD, County Road
Sherman County
J.S. Sawyer, Resident Engineer

POWERLINE-CHINA HOLLOW
Contract# 8885
Prefix# 228-1056

Contract 8885 was awarded to North Santiam Sand and Gravel, inc. on February 26, 1979. The contract authorization was $229,282.50 and was limited to 150 calendar days. The day count started April 27, 1979.

The proposed material source, used by Sherman County, located adjacent to the China Hollow Creek Road approximately 4.1 miles southerly from the end of this project was used as the aggregate source.

Work on the project began April 24, 1979, with the contractor working on the grading. Problems, due to pockets of unstable silty soil, were noted in getting compaction on the subgrade in the early stages of work. Soft spots encountered in the subgrade were dugout with a backhoe and filled with 2"-0 subgrade aggregate, the digging out and back filling was done on EWO #1.

Culverts were installed after grading was completed with no no major problems encountered.

There was a small adjustment in the grade sta. 21+00 to Sta. 47+00 to obtain a balance on grading quantities.

On May 3, 1979 the contractor started removing overburden at the quarry, with drilling beginning the next day. Crushing began May 15, 1979 on the 2"-0 subbase rock. The contractor produced material and hauled most of the material produced to the grade to cover the subgrade. On May 29 the contractor shut down the operation and moved his crusher off of the project, due to the need to complete another State job near Tillimook. The contractor resumed production again on July 24, 1979. 2"-0 material produced was hauled to the grade. 3/4"- oil rock produced at this time was stockpiled for later rescreening. It was not acceptable due to excess fines.

Difficulty was encountered in getting the 2"-0 subgrade rock to compact. This was partly due to the inexperience of the contractor and the open gradation of the rock, even though the rock was in spects. (2" maximum size, 25% to 50% pass ¼", 0% to 8% pass 200, with the major percent in the 25% to 30% pass ¼" range) Inspection was done at the plant for gradation and SE, and on the grade for compaction, with a Washingtion Densometer and Nuclear compaction gauge and correlation between the two gauges. The contractor reprocessed and rerolled most all of the project to finally get compaction in spects. Problems were encountered in segregation of the 2"-0 on the grade because the material was reworked so often. Crusher started production of the 3/4"-0 leveling course rock on July 31 and placing of the 3/4"-0 on the 5th of September with most of the rock placed by the 7th of September.

REFERRED TO
Beard ✓ Steudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER
Letter of acknowledgement

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
db Sullivan copy
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DEC 18 1979
ROAD DESIGN SECTION

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The road approach at sta. 5+15 left was widened 20' and the field approach on the right, sta. 5+15 was widened 40' to facilitate access to the fields, and the additional width left, allowed the farmer easier access to the field on the right side. Also this provided us a much better corner for trucks turning into the approach and coming from the egg ranch. Sherman county supplied the culvert pipe and bands for the extension of the pipes at no cost to the contract.

The grading of the 3/4"-0 leveling course to yellow top grade, with much use of grading "swedes" took 2½ days to complete to get a satisfactory ride on the project.

Oil rock was rescreened after the 2"-0 and 3/4"-0 was produced. Some additional rock had to be crushed to produce enough oil rock for the project.

The prime coat of oil, MC-250, was shot on September 12. 1979. The 3/4"-1/2" and the 1/2"-1/4" was placed and oiled with AR-2000, on September 14. The seal coat, 1/4"-#10 and CRS-2, was applied September 17.

Three signs were installed on the project, at sta. 20+00 lt. a "SLOW" sign with a "15 MPH"rider below, and at sta. 10+00 lt. a PAVEMENT ENDS" sign. The signs were installed by Sherman county forces and paid for with a County Force Order at a cost of $162.95.

EWO #1 was written to cover the cost of digging up soft spots and filling them with 2"-0 subbase rock at a cost of $793.53.

Three Price Agreements were written to show the revised application rates of the 0-9 oiling ingredients, and the cost increase's . PA#1 was for the increase in aggregates in Asphalt Macadam. PA#2 was for the AR-2000 Asphalt in Macadam. PA#3 for the CRS-2 in the Seal Coat. The total cost of these three PA's is $3,059.42.

The final cost of this project is expected to be:

Contract Items	$218,784.10	
County Force Orders	$ 162.95	
EWO#1	$ 793.53	
PA's#1,2,3	$ 3,059.42	
Anticipated cost of contract	$222,800.00	2.8% under the Authorized amount of $229,282.50
Engineering	$ 27,000.00	4.6% over the Authorized amount of $25,700.00
Total	$253,815.00	*Anticipated; 3.3% under the Origional Construction Authorization amount.

* Anticipated under run due to the change in quantities in subase, 2"-0, bid item #10 and the leveling course, 3/4"-0, bid item #11. Origional planned quantities were computed with a 30% compaction factor. This is contrary to the Special Provisions for this job, 304.81, which provide for in place measurement. The difference being approx. 3,000yds^3 less than planned quantities.

J. S. Sawyer Resident Engineer

JSS:knt

Statement of Overruns & Underruns
Power Line - China Hollow
Curt Tom Road
Sherman County
Contract 8885

Item	Original Amount	Semi-Final	Percent + or -
Contract Bid Items	$229,282.50	$214,367.86	-7%
Anticipated Items	$ 2,000.00	$ 0.00	-100%
Contingencies	$ 10,407.71	$ 4,015.85	-61%
Engineering	$ 20,815.43	$ 26,000.00	+25%
Total	$262,505.64	$244,383.71	-7%

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DEC 18 1979
ROAD DESIGN
SECTION

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Overruns & Underruns
Contract 8885
page 2

BID ITEMS

Item#	Item	Unit	Contract Quantity	Final Quantity	+ or -
001	Mobilization	Lump Sum	All	All	-0-
002	Temporary Protection & Direction of Traffic	Lump Sum	All	All	-0-
003	Temporary Signs	Sq. Ft.	16	15.3	-4.6%
004	Temporary Barricades	Each	4	4	-0-
005	Flagmen volume of traffic reduced need	Hour	50	4	-92%
006	General Excavation required small grade adjustment to balance fill due to moderate change in shrink factor	Cu. Yd.	11,561	12,237	+5.8%
007	Trench Excavation over estimate of original quantities	Cu. Yd.	117	80	-32%
008	Finishing Roadbed & Slopes	Lump Sum	All	All	-0-
009	Watering soil conditions, weather & necessity of reworking aggregate bases to obtain required compaction	M-gal	450	1337	+297%
010	Aggregate Subbase Original Quantities were set up with a compaction Factor of 30%. The special provisions specify material to be measured "in place."	Cu. Yd.	13,700	10,917	-25%
011	3/4"-0 Aggregate Base see item # 010	Cu. Yd.	1,925	1,655	-14%

BID ITEMS

Item#	Item	Unit	Contract Quantity	Final Quantity	+ or -
012	Aggregates in Asph. Mac. new specifications for macadam implimented	Cu. Yd.	650	771	+18.6%
013	AR 2000 in Asph. Macadam	Ton	41	41	-0-
014	Asphalt in Seal Coat	Ton	24	24	-0-
015	Extra for Asph. Mac. Appr. farmer did not want surfaced approach into field	Each	2	1	-50%
016	3/4"-0 Aggr. in Prime Coat made field adjustment	Cu. Yd.	170	178	+4.7%
017	MC-250 Asph in Prime Coat field adjustment	Ton	31	32	+3.2%
018	18-inch Culvert Pipe adjusted location	Lin.Ft.	342	336	-2%

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Power Line-China Hollow Cr.

WEEK ENDING: December 8, 1979

SECTION PREFIX: 228-1056

HIGHWAY: Curt Tom Road

COUNTY: Sherman

NAME OF JOB: Power Line-China Hollow Creek

KIND OF WORK: Grading & Oiling

CONTRACTOR: North Santiam Sand & Gravel

CONTRACT NUMBER: 8885

FEDERAL AID PROJECT NUMBER: 505-2800 (1)

DATE OF CONTRACT: February 26, 1979

DATE WORK STARTED: April 24, 1979

ESTIMATED COMPLETION DATE: Completed September 20, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS 150

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 262,505.64

EXCLUSIVE OF ENGINEERING: $ 241,690.21

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 241,690.21

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION $ 20,815.43

ENGINEERING COST TO DATE $ 26,000.00

PERCENT OF AUTHORIZATION 125 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: September 20, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.703	1.703		1.703	
MILES PARTIALLY COMPLETED	1.703				
MILES COMPLETED	1.703				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,561 CY	15,900 CY		1,000 Ton	
TOTAL QUANTITIES CORRECTED TO DATE	12,237 CY	15,900 CY		1,000 Ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,237 CY				
AVERAGE DAILY QUANTITIES	500 CY				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	N/A	N/A		
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 10 1979
CONSTRUCTION
BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	No Activity , Project is complete
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final is complete, submittal is delayed pending Lab reports retesting liquid asphalts. Failure of retest will require penalty. Delay at Lab due to huge back log of samples.

SIGNED J. S. [illegible] LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

888

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-OS-2800(1)

STATE PROJECT NO. See below

COUNTY NAME Sherman

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80204

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 4 -'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-16-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Power Line Rd. - China Hollow Cr. Rd.

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's April 12, 1979 letter, I approve the joint financing for the subject project to include Appropriation Code 627 which revises project number to read SOS-OS-2800(1) and increases funding as follows:

Description	Appn. Code	Total Cost	Fed. Funds
P.E.	680	$ 9,000.00	$ 7,719.00
Roadway	680	229,521.00	181,235.00
Roadway	627	32,985.00	26,046.00
		$271,506.00	$215,000.00

DATE 4-16-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8885

PROJECT MANAGEMENT OFFICE MEMO

Date 4-16-79

Subject Sherman Co SOS File No.

Received (~~call~~) (visit) from Cliff Saur

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

FHWA verbally tells Cliff the transfers proposed for Sherman Co SOS are approved. Told Macnab** to award. Notified Region IV*

* Dale Allen

** Ed Hau

Note 3:45 pm 4/16 called Heyden per his request & related above info. Dorff

Signature

File ( ) ( ) ( ) ( ) ( ) (☒) ( ) (☒) Prange (T) Reynoldson

Circulate: PME LGE OPE FAE CQE OM Other

3155

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 12, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Modification of Off-System and Safer Off-System Roads Projects

Listed below are actions on both Safer Roads and Safer Off-System Roads Projects which are required to release sufficient federal funds in Appn. Code 627 and 680 to cover the low bid received on Project No. SOS-2800(1).

I hereby request your simultaneous approval of the following actions on each of the listed Projects:

1) Modification of project agreement on Project No. OS-1000(1) which reflects a decrease in final construction engineering costs with a reduction of $8,629 in federal funds.

Gazely Br.

2) Revised project agreement estimate on Project No. SOS-1002(1) which reflects a decrease in federal fund obligation for construction of $7,045. An error in the previous project agreement estimate listed the construction obligation as $64,500 (the limiting amount should have been $57,455) which resulted in an over obligation of federal funds.

Sutherlin

3) Modification of project agreement on Project No. SOS-1200(2) which reflects a reduction of $7,684 in federal funds for preliminary engineering as a result of the State furnishing free bridge design to the county.

N. Fk. [illegible] (R. [illegible]

4) Withdrawal of Project SOS-1800(3) as requested by Klamath County which will result in a release of $12,865 in federal funds as represented in the enclosed Modification of Project Agreement. Klamath County requested the cancellation of the preliminary engineering project when they became aware of no available funds for the construction.

Sprague R. (Indian [illegible] K

G. L. Green
April 12, 1979
Page 2

Sherman Co.
China Hollow Ck.
Powerline Sec.

5) Minor program change to Project No. SOS-2800(1) to joint finance the project utilizing Safer Roads (Appn. Code 627) to supplement (Appn. Code 680) funds. This change requires a revision in Project No. to read...SOS-OS-2800(1) with financing as follows:

Description	Appn. Code	Total Cost	Fed. Funds
P.E.	680	$ 9,000.00	$ 7,719.00
Roadway	680	229,521.00	181,235.00
Roadway	627	32,985.00	26,046.00
		$271,506.00	$215,000.00

The additional $53,640 in federal funds required for financing the above project consist of a carryover balance of Appn. Code 627 funds and the releases requested in items 1 through 4 above summarized as follows:

	Federal Funds			
Project	Appn. Code 627	Appn. Code 680		
OS-1000(1)	$8,629.00	$ ---		
SOS-1002(1)	---	7,045.00		
SOS-1200(2)	---	7,684.00		
SOS-1800(3)	---	12,865.00		
Unobligated	17,417.56	---		
	$26,046.56	$27,594.00	=	$53,640.56

CL:dmc
Enc.
cc: H. Reynoldson
R. Hacek

PROPOSED FUND TRANSFERS
Finance Sherman County's SOS Project
China Hollow CREEK Rd. & Powerline Section - Tom Cur

TRANSFER FROM | TRANSFER

	Obligated	PE	Const.					
Construction Complete						China Hollow Rd.- Power		
①	Gazely	BRIDGE	- Douglas	Co	OS-1000(1)			Sherman
	210-1952		210-1072				228-1958	
	248,471	15,749	224,093		$8,629			
OS FUNDS Balance					$17,417			
OVER PROGRAMMED								
4-9-79	City of	Sutherlin			SOS-1002(1)			
	310-1978				$7,045			
E Funds Avaliable								
①	GRANT	Co.- N.FK John Day (Ritter) Br.			SOS-1200(2)			
	212-1915				~~$9000~~	7684		
②	Klamath	Co.- SPRAGUE R. (Godowa Sp's) Br.			SOS-1800(3)			
8885	218-1947				~~$11,549~~	12,865		
					$53,640			

4-9-79 Reviewed w/ Cu
Carter & Prang. T
If no overtransf
can retransf
proceeding
numb
T

FUND TRANSFERS
man County's SOS Project
CREEK Rd. - Powerline Section - Tom Curt Road

ER FROM

TRANSFER To

Const.

ete

China Hollow Rd. - Powerline Section

- Douglas Co OS-1000(1)

Sherman Co.

SOS-2800(1)
~~SOS 20~~

410-1072

228-1958

228-1056

$ ~~53,6~~
$53,640

224,093

$8,629

$17,417

n SOS-1002(1)

$7,045

John Day (Ritter) Br. SOS-1200(2)

$ ~~9000~~ 7684

GUE R. (Galowa Sp's) Br. SOS-1800(3)

$ ~~11,549~~ 12,865

$53,640

4-4-79 Reviewed w/ Cusick. Carter & Bragg. They agreed. If we overtransfer now, we can retransfer later. Swan proceeding using circled numbers on last line. Transfer should be complete & contract awarded by 4-12-79

ulcl.

Date 4-9-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Sherman Co SOS Project File No.

Received (call) (visit) from Jim Lembie

Address N Santiam S&G

Made (call) (visit) to Phone 769-6347

Reason for contact and general discussion:

Wants to know our intention re award. Told him of meeting later today w/Feds. He says moisture becomes problem later in season but assured his 30 day "extension" was at original prices. Wants a call when we do award.

Told D Allen of this & meeting w/Cusack. He wants to do calling of contractor from his Region.

Signature S Werner

File (X) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Date 4-5-79

PROJECT MANAGEMENT OFFICE MEMO

Subject The Dalles Area (FAUS) Klamath Co. (505) ~~File No.~~

Received (call) (visit) from

Address Wosco Co. Rdmstr / Klamath Co. Engr.'s office

Made [✓ (call)] ~~(visit)~~ to Rex Kreisstadt / Charlie Whitstock (Kessler's assistant) Phone

Reason for contact and general discussion:

Wosco The Dalles 2nd/3rd St. Traffic Signals should go ahead as scheduled, with Snipes Road project to follow using the balance of funds available (possible downscope based on estimate)

{Reid Merritt is handling PE on this project

Klamath Sprague Rv. (Godow Spr.) Br. will be cancelled by Klamath County - letter forthcoming to Hagedorn - Cline has not spent any money on this for PE as Resident Engnr.

Signature D.N. Hazard

File ( ) ( ) ( ) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Date 4-4-79 PROJECT MANAGEMENT OFFICE MEMO

Subject SOS = Klamath County Sprague River (Godow Spr.) Br. ~~File No.~~

Received [✓ (call)] ~~(visit)~~ from John Hagedorn

Address Region 4 Fed Aid Engr.

Phone 382-1911

Made (call) (visit) to

Reason for contact and general discussion:

$12,865 PE will be cancelled
by Klamath County (Kessler) which will be turned
back & possibly utilized for Sherman County
I Notified Prange & Reynoldson
Committed (FF) funds $220,000 (less) $207,135 = $12,865

Signature Don Harrell

File (   ) (   ) (   ) (   ) (   ) (✓) (   ) (   )
Circulate: PME LGE OPE FAE CCE OM Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 3, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: Surplus Preliminary Engineering Funds
North Fork John Day River (Ritter Road) Bridge Section
Project No. SOS-1200(2)

SALEM

Under the original scope of the above project it was estimated $25,000 would be required for preliminary engineering. This amount was programmed with FHWA resulting in $21,440 of Federal funds being obligated as per Form PR 1240 dated January 8, 1979. (Please see Reynoldson's copy.)

On January 10, 1979, the County Court requested downscoping of the project to a 16' wide structure which had been previously discussed with Dave Carter. By applying the language of the 1978 Surface Transportation Assistance Act it was determined we would need a 24' wide bridge in order to comply with the safety requirement.

The Reconnaissance Narrative Report addressed the revised preliminary engineering cost with a total amount of $7,450. Due to a misunderstanding between the Structural Design Unit and the field, no costs were shown for foundation exploration. Foundation exploration is a necessity and will have to be performed.

According to your letter and attachments of March 13, 1979, preliminary engineering in the amount of $10,950 has been provided, $9,636 Federal funds.

According to our best estimates it will be necessary to drill 3 to 4 cores in order to assure a realistic foundation study. Assuming a cost of $1,500 for each core this amounts to $6,000. Added to the Authorization of January 15, 1979, this results in $13,450 which requires in $11,612 of Federal funds.

Summation of Federal Funds

Original Obligation for Preliminary Engineering	~~$21,440~~	21,440
Less Revised Preliminary Engineering	~~11,612~~	12,928
Sub Total	~~$ 9,828~~	8512
Less Amount for Unforseen Costs	~~828~~	828
Amount available for Redistribution under "Alternative Two"	~~$ 9,000~~	$7684 ÷ 88% = 8,732

Present Authority for Survey shows $7,450 Authorization #3 not needed. 4-10-79

Enclosed is Survey Authority No. 3 showing the above information. I have included the $828 for unforseen costs in the Field Survey costs where we will have the most control over it. We will do everything possible to keep field charges at or below the identified amounts. Hopefully this will provide enough funds to award Sherman County's SOS Project.

RCL:lt

Enclosure

cc: Honorable John Moreau
J. R. Hagedorn
H. N. Van Cleave
Verne Moore

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section North Fork John Day River (Ritter Road) Bridge
Date April 3, 1979

Highway County Road 560
Authorization No. 3

County Grant
Survey Prefix SEE BELOW (Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of North Fork John Day River on Ritter Road.

Free County Design State Funds Bridge (906) $5,000 Prefix 212-1414

Purpose of survey:

Prepare plans, specifications and estimate of cost for replacement of bridge superstructure and installation of 72" x 44" ATCMP.

Estimate of cost:

Field Survey	901	~~4,966~~ 6,818
Final Design	905	1,000
Liaison	913	200
Specifications	921	1,000
Environmental	923	250
Foundation Exploration	926	6,000
Historical Sites Inven.	975	1,000
Federal Aid Funds		~~$14,416~~ 16,268 Prefix 212-1915

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$~~14,416~~ 16,268
Previous authorization	25,000
Additional authorization requested	~~-10,584~~ 8,732
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Roger C Lang
Region Federal Aid Engineer
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19700-734

Not needed RWP. 4-10-79

Gerald Wimer

PROJECT MANAGEMENT

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 30, 1979

Mr. Carlos Van Elsberg
Director of Public Works
Umatilla County Road Office
Pendleton, OR 97801

Dear Carlos:

Preliminary Engineering, McKay Creek (Platt and Sumac) Bridges, Project No. SOS 3000(3)

Thank you for your letter of March 23, 1979, identifying a course of action concerning preliminary engineering on the above project.

We shall complete the field work in compliance with your request. Also, under ORS 369-210 we will prepare bridge design at no cost to the County, but will not develop final plans and specifications.

However, I wish to point out guidelines adopted by the AOC-Technical Advisory Committee and Highway Division calls for redistribution of funds that are not used by the end of 1979. These rules were developed after my earlier correspondence.

If you wish final plans developed, please advise me no later than December 3, 1979.

Under the original scope of the project it was estimated $25,000 would be needed for preliminary engineering which obligated $21,442 Federal funds. By complying with your request for down scoping the project it is anticipated only $14,000 will be needed which reduces the Federal funds to $12,008.

[redacted] ~~of additional construction monies under the terms agreed upon by the~~ AOC-Technical Advisory Committee and the Highway Division earlier this month. I had hoped to transfer a portion of this excess to the Birch Creek (Sparks) Bridge Section, which needs an additional $5,430 for full funding, but I don't see how this can be done under the guidelines adopted. Separate

Not used

Mr. Carlos Van Elsberg
Page 2
March 30, 1979

correspondence on the Birch Creek (Sparks) Bridge Project is being prepared.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL:lt

cc: W. J. Hart
Gerald Wimer
Don Harwell
H. N. Van Cleave

PROJECT MANAGEMENT OFFICE MEMO

Date 3-29-79 File No.

Subject Funds available to Off-System Projects

Received (call) (~~visit~~) from Alan Gray

Address

Phone

Made (call) (visit) to

Reason for contact and general discussion: Says recent fund depletion applies to SOS only. We have $17,417.56 of OS funds remaining from such projects as Sodom Ditch, Squaw Flat Rd & Milton Freewater. Another $3,731 may remain with Scio, but he doesn't agreed with the depth of the audit.

3-30-79 Dick Hack says audit Krause & Dalke Mon and mail report satisfying all questionable items Tue April 3

Signature A Nimer

4-2-79 Gray promises to process by end of week, if this clean

File (✓) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8885

Date 3-29-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject SOS & OS Transfers File No.

Received (call) (~~visit~~) from Glen Gray

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Previous day he stopped by my office with Tony Burrow and I asked if we transferred from a project and then subsequently had to restore the funds, could we. He assured we could but promised to check with particular reference to title 23 § 104 (b)(6)(d)(4) p15 also funds in 4 finaled projects. In his return call he reassured reverse transfers including between OS and SOS and token funded projects. Says there is $17,000 in finaled projects fund (such as Salem Dutch; not Scio). He'll determine projects and numbers

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8885

PROJECT MANAGEMENT OFFICE MEMO

Date 3/28/79

Subject Powerline Rd - China Co. Rd, Sherman Co. SOS File No.

Received (call) ~~(visit)~~ from Bryant Jackmond

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Says if state cancels we owe nothing to contractor. Other than attending Pre-Constr. Conference contractor has no money or work yet. If state does cancel however there is $2,000 spent on Constr. Engr. that the state would have to pay. Refer Section 103.05 Standard Specs. Note Earlier in the day Jackmond suggested 3%± w/ pre-construction conference possibly adding some. Further research brought him to above conclusion.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Section 103

Commission has taken action rejecting all proposals.

On release, as above indicated, proposal guaranties consisting of cashier's check or certified checks will be returned to the bidder. Proposal bonds, following release, will be returned only when requested by the bidder.

103.05 Cancellation of Award - The Transportation Commission reserves the right to cancel the award of any contract at any time before the execution of said contract by all parties without any liability against the Commission.

103.06 Execution of Contract and Bond - It is agreed that the bidder to whom the contract is awarded shall, within 10 days (not including Sunday) from the date of receiving from the State Highway Division the contract and performance bond forms prepared and ready for execution, deliver the contract and bond forms, fully and properly executed by himself and the surety, to the State Highway Division. Within a reasonable time after such delivery of the contract and bond forms by the contractor, and after approval thereof by the Transportation Commission, the State will execute the contract and forward a fully executed copy to the contractor.

103.07 Failure to Execute Contract - Failure on the part of the bidder to whom the contract is awarded to execute the contract and to deliver the contract and required performance bond as provided above shall be just cause for cancellation of the award, withdrawal of the contract and the forfeiture of the proposal guaranty. The forfeited proposal guaranty shall become the property of the Division, not as a penalty, but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised, or it may be constructed under contract or otherwise, as the Division may decide.

103.08 Restrictions on Commencement of Work - Upon the execution of the contract by the contractor, and upon execution of said performance bond by said contractor and his surety, and upon delivery of the contract and bond so executed to the Highway Division, the contractor may, unless prohibited by provisions of the contract, commence the work covered by said contract. The contractor shall have no authority to go upon the property on which the work is to be done, or to move or cause to be moved any men, materials or equipment upon said property, or to commence any work thereon, until such time as the said contract has been executed by the contractor and the performance bond executed by the contractor and his surety and the contract and performance bond returned to the Highway Division.

Delay in commencement of work occasioned by failure on the part of the Division to submit the contract and bond for execution will not entitle the contractor to extra compensation. However, in the event

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UMATILLA COUNTY
ROAD OFFICE
PENDLETON, OREGON

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA MAR 26 1979 ☐
RECEIVED
REGION 5 OFFICE

cy Region

March 23, 1979

Oregon State Highway Division
P. O. Box 459
Pendleton, Oregon 97801

Attention: Mr. H. N. "Bud" Van Cleave

Re: Platt - Sumac Bridge Project (S.O.S.)

Dear Bud:

Per our telephone conversation of March 23, 1979, and your information to me that the project as first requested by Umatilla County will be in excess of the allowed $250,000.00, please do the following:

1. Reduce the scope of the contract portion of the project to only the construction of the Platt & Sumac Bridges.
2. Indicate that Umatilla County will construct with her forces the roadway portion of the originally proposed project.
3. Provide bridge designs per Oregon Law.

I hope this letter provided you with the necessary direction so that you may proceed with the project.

Please contact this office if we may help you further.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg
Carlos Van Elsberg
Director of Public Works

CVE/bb

8885

UMATILLA COUNTY
ROAD OFFICE
PENDLETON, OREGON

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA MAR 26 1979 ☐
RECEIVED
REGION 5 OFFICE

cy Region
Van Cleave

March 23, 1979

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: McKay Creek (Platt-Sumac) Bridge Project

Dear Roger:

Thank you for your letter informing me of the lack of funding for this project. However, I would like you to do the following:

> Continue with the project through the field work stage with hope that funding for this work will soon be available.

Also, please see my letter to H. N. "Bud" Van Cleave.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg
Carlos Van Elsberg
Director of Public Works

CVE/bb

Enclosure

H. S. Coulter
D. H. Moehring
~~Region Engineer~~
Frank Terpin
Don Harwell
G. W. Wimer ✓
Vern Cusack

E. S. Hunter
L. W. Rulien
Hal Versteeg
L. E. George
Bob Prange
Bill Penhollow

C. T. Keasey

Walt Hart
Steve Macnab
Mainor Holmes
Bob Ewen

31-128-1397

8885

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
The Dalles, Oregon [illegible]
March 22, 1979

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAR 26 1979 RDE
RSO REGION 4 RBE
ASSIGNED

FROM: J.S. Sawyer
Resident Engineer

SUBJECT: Preconstruction Conference
Powerline-China Hollow Creek
Sherman County
Contract: 8885

TO: Memo to the Files

Purpose of the meeting to discuss construction items and the short fall of Safe off Systems funds.

Present was:	
Lambie, Jim	North Santiam Sand & Gravel
Lulay, F.A.	North Santiam Sand & Gravel
Lulay, Steve	North Santiam Sand & Gravel
Hagedorn, John	O.S.H.D. Federal Aid
Allen, Dale	O.S.H.D. Region Engineer
Sawyer, J.S.	O.S.H.D. Resident Engineer
Gosson, Lloyd	Sherman County, Road Master
Steele, Art	O.S.H.D.
Long, Deanna	O.S.H.D.

The Contractor, North Santiam Sand & Gravel, indicated they will use the Sherman County controlled source 3½ miles South of easterly end of project for therr aggregate source.

It was their plan to mobilize immediately. (See comment later paragraph.) North Santiam Sand & Gravels' schedule was to begin the grading and drill in the quarry. After about three weeks, crushing would begin. Placing of aggregate base would procede after about a mile of subgrade was prepared. Eight weeks was proposed from beginning of the grading to shooting the prime. Three more weeks was planned for constructing the 0-9 oil material.

Federal share of the project was set at $161,000. With the present anticipated cost of the project Sherman County would have to come up with $53,000 in addition to the amount ($55,000) already deposited.

Solutions put forward to bring the cost of the project to within the available funds were:

Down scope the project by (a) Shortening
(b) Reduce the quantities

Since this was already a bare bones project, no agreement was reached as to where reductions could be made except it was suggested, that the subbase could be reduced 2-inch from 12-inch to 10-inch with a savings of approximately $16,000.

Other suggestions to reduce the cost of the project was to eliminate the Erosion Control, $2,000; Contingencies, $10,000; and reduce the Engineering by 25%, $5,400; total saving to the project $33,800, still leaving Sherman County short by $20,000.

cc Wimer

DAllen

John Hagedorn explained to those present that the S.O.S funds were from Federal General Fund and not Federal Highway. The authorized funds for the S.O.S. projects have run out and will not be renewed without an act of Congress.

John Hagedorn suggested, that it was possible where, some other counties may have S.O.S. projects started, but have not progressed as far as this project may now be willing to give up some of their S.O.S funds to Sherman County. It was suggested, that Lloyd Gosson start checking into this. Cooperation between Counties will be needed to transfer these funds, the F.W.H.A. has agreed to permit transfers of funds in such cases.

The Association of Oregon Counties meet next week. Canvassing of the Counties now was suggested. The State through John Hagedorn's office, Region Federal Aid Engineer, will assist Sherman County in seeking out available funds.

Lloyd Gosson and the Contractor agreed to wait to see if anything developed in obtaining additional funds, before making any decision on down scoping the project.

The Contractor, North Santiam Sand & Gravel, has agreed to waive the thirty day period before awarding the project and extend the period to sixty days, to allow time to come up with funding.

Hack

OS & SOS Projects Underway
Possible Transfer Funds Per Warren Richa

3-27-79

Program	Contract Number	County	Section	Obligated	PE	Const	Est Con
			NO conts + NO outstanding problems	— Barry under	feels there run on this job	will be an —	But what
56 OS 86	878-3	Harney	Stonecliff Br	125,925 106,576	7,325 7,924	who knows 16,088	happen by the it is fi
56 SOS 86	8826	Baker	Middle Br	176,172 151,508	12,553 13,085	163,087	
56 SOS 86	8822	Union	Peach Lane Br	214,52 184,487	5,778 8,244	Not compl – but items worth remains to be	
56 SOS 86	8823	Wallowa	Hurricane Br	84,375 72,580	5332 8,803	Not compl Bid Items Remaining 75,592	
56 SOS 86		Union	5 Points-Hilgard	80,575	3,294	77,281	72,08

some possible transfer of charges,

OS & SOS Projects Underway

Possible Transfer Funds Per Warren Richards

3-27-79

ty	Section	Obligated	PE	Const	Est Const	Possible Available	50% of Available	% C
	NO conts – NO outstanding problems	— Barry under	feels there run on	will be an this job —	But who knows what will happen by the time it is finalized	Roger		
uy	Stonecliff Br	123,925 106,576	7,325 7,924	1?,009		$ 4,000		7
er	Middle Br	176,172 151,508	12,553 13,085	163,087				30
on	Peachtree Br	214,52? 184,487	5,778 8,244	not compl. – Bid items work 206,776	remains to be done			(95
wa	Hurricane Br	84,375 72,580	5332 8,803	not compl Bid Items 75,592	remains to be done			75
on	5 Points–Helegard	80,575	3,294	77,281	72,085	5,196		100
	some possible transfer of charges,							

8885

Date 3-22-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Sherman Co SOS Project File No.

Received (call) (~~visit~~) from Josh Sawyer

Address

Phone

Made (call) (visit) to

Reason for contact and general discussion: Met with Co & Contractor yesterday at Pre-const meeting. County doesn't want to downscope. He can only offer:

Contingencies	10,400	Per Dale Allen 3-21 Said possibly County Oil.
Erosion Control	2,000	
25% of Engr	5,200	
Total	17,600	

Co doesn't have another $20,000 (total?)

Further possibility – Elim 2 inches subbase $16,000

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8885

SAFER OFF-SYSTEM (SOS) ROADS PROGRAM
GROUPS 2 and 3 COMBINED
PROJECT ADVANCEMENT
March 22, 1979

ALTERNATIVE TWO

1) Agencies with a presently fully-obligated project retains this full obligation unless:

   a) Agency voluntarily offers funds for redistribution or

   b) Does not bring their project to contract in calendar year 1979,

   in which case the funds may be utilized to complete the obligation of the next ready, partially or fully obligated construction project.

2) Agencies with projects partially funded for construction may proceed to contract as fast as possible in the following priorities:

   a) Projects previously bid but not awarded may be awarded immediately utilizing funds from over obligated finalized projects or any other funds that subsequently become available under this paragraph if possible to program.

   b) Until May 7, 1979 Agencies may elect to cut their projects back to available funds or fund the excess from sources other than the SOS Program.

   c) Any funds remaining from Item 1, 2a and 2b above and 3 below, shall be utilized to fully fund, within the basic AOC-LOC-ODOT agreement limitation, the remaining partially funded projects in the order that they are ready, and in case of simultaneous readiness, then based upon date indicated in the Highway Division's March 13 analysis and if a tie still remains, then based upon the date of the original approved application.

3) Agencies with projects obligated for PE only may proceed to complete the designs, if the Agency provides the necessary match money. Should an Agency not decide to proceed by the end of 1979, the funds previously obligated shall be made available for added construction under Item 2 above.

4) Should added Federal funds become available, no one who postpones or suffers postponement from the above guidelines loses their prior rights for the specific project previously committed.

8885

Safer Off-System (SOS) Roads Program
Groups 2 & 3 Combined
Project Advancement
March 22, 1979

Alternative One

1) Agencies with a presently fully-obligated project retains this full obligation unless:

    a) Agency voluntarily offers funds for redistribution or

    b) Does not bring their project to contract in calendar year 1979

in which case the funds may be utilized to complete the obligation of the next ready, partially or fully obligated construction project.

2) Agencies with projects partially funded for construction may proceed to contract as fast as possible, using the previously obligated funds for the projects slowest in coming to contract including using funds from overobligated, finalized projects; item 1 above and 3 below.

3) Agencies with projects obligated for PE only may proceed to complete the designs if the Agency provides the necessary match money. Should an Agency not decide to proceed by the end of 1979, the funds previously obligated shall be made available for added construction under item 2 above.

4) Should added Federal funds become available, no one who postpones or suffers postponement from the above guidelines loses their prior rights for the specific project previously committed.

2283

Date 3-16-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Sherman Co SOS File No.

Received (call) (visit) from

Address

Made (~~call~~) (visit) to Glen Gray & Nita Baker w/R Prange Phone

Reason for contact and general discussion:

Gray got word: No more SOS now. We can though transfer.

→ Nita also suggests writing for delayed payment w/SOS funds, and for a while suggested submitting the dozen partially funded projects. Let Allen know. He wants to proceed. Holding pre-construction conf & writing County next week. He'll consider shifting between Co's in his Region by exchange of letters.

→ I asked Penhollow for his Board to authorize T&C to approve specific transfer. He will ask.

→ Asked Prange for possible completed transfers

We should continue submitting

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: PME LGE OPE FAE CCE OM Other

8885

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: March 16, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Sherman County SOS Project

Reviewed with Chief Counsel Jack Sollis March 15 about the matter of insufficient SOS funds for this project. He thought Commission action and letter of notice to the low bidder relative to acceptance of bid become binding once County deposits $55,500. They subsequently did so. Possible courses of action:

1) Have FHWA obligate additional funds either by adding to obligational total or transfer. Glenn Gray is trying.

2) County could add more funds. John Hagedorn says they do not have funds available.

3) Cut project back. May be late; besides, Hagedorn says project doesn't lend itself to cutting back.

4) Cancel project, with costs to do so chargeable to State. Or, State could fund missing amount.

Francis Lulay, President, North Santiam Sand and Gravel Company promised a 15 day, possibly a 30 day extension of award time so we might resolve the problem.

GW:pf

cc: H. S. Coulter
Dave Moehring
Jack Sollis
Dale Allen
Hal Reynoldson
E. S. Hunter
C. T. Keasey
Vern Skoog
Bill Penhollow

[illegible]

north santiam sand & gravel inc.
Stayton

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

March 16, 1979

Mr. C.W. Head
Commission Services
Department Of Transportation
Transportation Building
Salem, OR 97310

Contract 8885

Gentlemen:

With reference to article 103.02 of the standard specification, North Santiam Sand & Gravel, Inc. agrees to extend the period of time allowed for award of contract from thirty to sixty days. For the Power Line-China Hollow Creek Road Section Of Curt Tom Road in Sherman County, for which bids were recieved on February 22, 1979.

Very Truly Yours,

F.A. Lulay
F.A. Lulay
North Santiam Sand & Gravel, Inc.

Received Bids Feb 22
30 day 103.02 limit March 24
Added 30 days by this letter April 23

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☒
LGE ☑ FAE ☐ OPE ☐
MAR 19 1979
File: PM FA LG OP
TAA Macnab

FAL/gak

cc Hunter
Moehring
Wimer

cc C Head
J Sollis
A Wimer ✓
H Reynoldson

RECEIVED
MAR 19 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8885

Atiyeh

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

March 16, 1979

Sherman County Court
Courthouse
Moro, OR 97039

Attn: Mr. Lloyd Gosson, County Roadmaster

Gentlemen:

Word was recently received from the FHWA that there are no more SOSR funds. This fact greatly affects the Powerline-China Hollow Creek Road Section, SOS 2800 (1).

This project was programmed with the FHWA for $161,360. of federal funds. In the past, under normal conditions with sufficient money in the federal coffers, the federal funds would be increased to the allowable limit of $215,000., if the project costs increased. In our present situation our Local Government Section in Salem advises that due to the exhaustion of the SOSR funds, the amount of federal funds available on SOS 2800 (1) is $161,360. At this time the Local Government Section advises the following courses of action for the County:

1. Temporarily postpone the project - hoping for Congress to authorize additional funds.
2. Proceed with project, making up the additional($53,640) with local funds.
3. Down scope the project.

I and other Region personnel will be present for the pre-construction conference Wednesday, 21st of March in The Dalles. We can further pursue this problem at that time.

Following are pertinent computations:

Est. Total Construction Costs	$262,505.64
Est. P.E. Costs	9,000.00
Est. Total project costs	$271,505.64
Less PE Advance Deposit	1,000.00
Less Const. Advance Deposit	55,500.00
Less Federal Funds	161,360.00
Additional amount needed:	$ 53,645.54

PROJECT MANAGEMENT
ME ☐ CCE ☐ OM ☐
E ☐ FAE ☐ OPE ☐
MAR 20 1979
File: PM FA
LG OP

Yours very truly,

JRHagedorn

John R. Hagedorn
Region Federal Aid Engineer

JRH:pw
cc: D. Allen, G. Wimer, J. Sawyer

[illegible] (Rev. 5-73)

8885

UNITED STATES GOVERNMENT

BAKER

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 14, 1979

In reply refer to: HAM-OR

SUBJECT: Request for Obligation Authority
Safer Off-System Roads Funds
Oregon Project OS-SOS-1500(2) ← Jackson Co ??

FROM : G. L. Green, Division Administrator

TO : Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon HEX-010

In accordance with Mr. Roy S. Marcey's March 6, 1979 memorandum regarding the availability of safer off-system roads funds, we request obligational authority of $94,6000.00 in SOS roads funds to joint finance the subject existing project.

Original signed by
GLEN W. GRAY
Financial Manager
G. L. Green

Gray:rn

cc A Wimer 3-15-79 AW

PROJECT MANAGEMENT
AW CCF O
File: FM FA LG OP

7725

Date 3-14-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Power Line - China Hollow-Cr Rd Section File No. Sherman Co SOS

Received (call) (~~visit~~) from John Hagedorn (Cust Tom Road) (Told him problem 3-12-79 Couldn't reach him 3-9-79)

Address

Made (call) (visit) ~~to~~ (Sherman Co may later want FAS-C Br widening project) Phone

Reason for contact and general discussion: John saw Judge Mon & Lloyd Gasson this AM Says deposit forwarded last week (Macnab has not heard of its arrival) County can't come up with more. No way to cut back. Pre Const scheduled for March 21. Told John may be no contract, Cancel?

Only possibilities:

1) Feds advance more SOS
2) " allow SOS trading
3) No County provide an additional $53,640
4) No Cut project back
5) Cancel project

Need new letters to County & Contractor

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

2885

PROJECT MANAGEMENT OFFICE MEMO

Date 3-8-79

Subject Power Line — China Hollow Cr Rd Sec
Curt Tom Rd

File No. Sherman Co S&S

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Vern Cussack

Phone

Reason for contact and general discussion: Told Vern of bidding status and problem of insufficient 505 funds. Didn't think we could safely transfer 505 funds. He'll be gone two weeks but will have Glen Gray search for a way to fund. He had no word 3-9-79. On 3-14-79 & 3-15-79 follow up Glen Gray says 'no' to safe transfers. He wrote today to his Region office. They'll cable Wash DC for an added $70,000. He'll call them in AM

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1979

Sherman County Court
Courthouse
Moro, Oregon 97039

Attn: Mr. Lloyd Gosson
County Roadmaster

Gentlemen:

On February 22, 1979 a satisfactory bid was received from North Santiam Sand and Gravel, Inc., P.O. Box "A", Stayton, Oregon 97283 for the Powerline-China Hollow Creek Road Section, SOS 2800(1).

This is an OFF SYSTEM project and based upon the contractor's bid the County's advance deposit is as follows:

Bid Items	$229,282.50
Temp. Erosion Control	2,000.00
4½% Contingencies	10,407.71
9% Engineering	20,815.43
Est. Total Construction Costs	$262,505.64
Est. PE Costs	9,000.00
Est. Total Project Costs	$271,505.64
Less PE Advance Deposit	1,000.00
Less Federal Funds	215,000.00
EST. COUNTY SHARE OF PROJECT COSTS	$ 55,505.64
By rounding the County's advance deposit will be	$ 55,500.00

Rec'd 3-15-79 ce

Please make your check in the amount of $55,500.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 16, 1979.

Very truly yours,

Gerald Wimer
Local Government Manager

File: FM FA
LG CP

HR:pf

COUNTY WARRANT

THE TREASURER OF SHERMAN COUNTY, OREGON $____ Int. $____ Total $ 55,500.00 **Nº 4100**

96-344
1232

MORO, OREGON, March 7 1979

Will Pay to Oregon State Highway Division *or Order*

SHERMAN CO. CLERK $55,500 and 00 cts *Dollars*

Moro, Oregon 97039

Attn: Mr. Lloyd Gosson
County Roadmaster

Gentlemen:

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Very truly yours,

Gerald Wimer
Local Government Manager

MAR 15 1979
File: FM FA
LG CP

HR:pf

COUNTY WARRANT

THE TREASURER OF $____ Int. $____ Total $ 55,500.00 **Nº 4100**

SHERMAN COUNTY, OREGON 96-344/1232

MORO, OREGON, March 7 1979

Will Pay to Oregon State Highway Division or Order

SHERMAN CO. CLERK $55,500 and 00 cts Dollars

For Contractual Services

By order of the Board of County Commissioners made at Moro, Oregon, March Term

Presented and registered ____ 19__
Not Paid for Want of Funds.

TREASURER

By ____ DEPUTY

Carrie H Belshe
COUNTY CLERK

By ____ DEPUTY

⑆1232⑈03444⑆

ROAD FUND

Section Powerline - China Hollow Co Rd. Programming Estimate $

Highway 8885 County Rd. (Curt Tom Rd) Project Length 1.63 miles

1-9-79

County Sherman Completion Time 150 Cal. Days

Kind of Work Grading and Oiling

Prefix 228-1958 FA Project No. S0S-2800(1)

ESTIMATED CONSTRUCTION AUTHORIZATION $ 217,210 50

$ ~~223,105 50~~

ct Amount

1/9/79

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: ~~[illegible]~~

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number

ATTENTION: John Hagedorn

FROM: Proj. Mngt.

COMMENTS: Please inform the county of this latest estimate

Form 731-0022 (7/78) SP*70662-734

2000 00

$ 2000 00

219,210 50 $ ~~225,105 50~~

Contingencies (4-1/2%) . . . . 9,864 47 ~~10,129 75~~

Engineering (9 %) . . . . 19,728 95 ~~20,259 50~~

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction . . . . $ ~~255,494 75~~

$ 248,803 92

1-9-79 WCB

APPROVED

Road Design Engineer

Section Powerline - China Hollow Cr Rd. Programming Estimate $

Highway County Rd. (Curt Tom Rd) Project Length 1.63 miles

County Sherman Completion Time 150 Cal. Days

Kind of Work Grading and Oiling

Prefix 228-1958 FA Project No. SOS-2800(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ ~~223,105 50~~ # 217,210 50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	2000 00	
State Furnished		
Install Water Meter		$ 2000 00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
	219,210 50	$ ~~225,105 50~~
Contingencies (4-1/2%)	9,864 47	~~10,149 75~~
Engineering (9 %)	19,728 95	~~20,259 50~~
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ ~~255,514 75~~
		# 248,803 92

APPROVED

1-9-71
KB

Road Design Engineer

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 12-8-78

Section PowerLine - China Hollow Cr. Rd. Sec.
County Sherman
Kind Of Work Grading and Oiling
Length 1.63 mile
Name Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	—	16,000 ~~16,500.00~~
	Temporary Protection and Direction of Traffic		All	All	—	1500.00
	Temporary Signs		Sq. Ft	16	6.00	96.00
	Temporary Barricades		Each	4	100.00	400.00
	Flagmen		Hour	50	21.00	1050.00
	Roadwork					
	General Excavation		Cu. Yd.	11,567 ~~13,393~~	3.50	40,485.50 ~~46,875.50~~
	Trench Excavation		Cu. Yd.	117 ~~102~~	15.00	1755.00 ~~1,530.00~~
	Finishing Roadbed and Slopes		All	All	—	4,075.00
	Watering		M-Gal	450	15.00	6,750.00
	Aggregate Subbase		Cu. yd.	13,700	7.25	99,325.00
	3/4 - 0 Aggregate Base		Cu. yd.	2200	7.75	17,050.00
	Aggregates in Asphalt Macadam		Cu. Yd.	650	9.50	6,175.00
	AR-2000 Asphalt in Asphalt Macadam		Ton	41	150.00	6,150.00
	Asphalt in Seal Coat		Ton	24	150.00	3,600.00
	Extra for Asphalt Macadam Approaches		Each	2	200.00	400.00
	3/4" - 0 Aggregate in Prime Coat		Cu. Yd.	170	9.50	1615.00
	MC-250 Asphalt in Prime Coat		Ton	31	150.00	4650.00
	18 inch Culvert Pipe		Lin. Ft.	342 ~~298~~	18.00	6156.00 ~~5364~~
						~~$ 223,105.50~~ 12-29-78
	201,210.00 ~~206,~~ + 870 = 16,077.00 ~~16,529~~					
	[illegible] ~~16,500.00~~ 16,000				$ 217,210.50	1/9/79

8885

2028

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

1-3-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-2800(1)
Project Name China Hollow CREEK Road- Power Line Section
Curt Tom Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Moro, Oregon, this 3rd day of Jan., 1979

County of SHERMAN

Marie Hospinson
County Judge/Chairman

L. E. Kaseberg
Commissioner

Dewey Thomas
Commissioner

C.C. - D.E. Swan
J.B. Boyd
C.T. Keesey

Certified By:

Harold Brainard
Regional Right-of-Way Supervisor
Date Jan 5, 1979

Instructions: Complete A or B and C.
R/W File No. ____
Rev. 1/76

Section 2225 Powerline - China Hollow Rd.
Programming Estimate $

Highway County Rd. (Curt Tom Rd)
Project Length 1.63 miles

County Sherman
Completion Time 150 Cal. Days

Kind of Work Grading and Oiling

Prefix 228-1958
FA Project No.

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1/2/79

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number 1]
- District Number

ATTENTION: John Hegedorn

FROM: Proj. Mngt

COMMENTS: Please inform the county

Form 731-0022 (7/78) SP*70682-734

RUCTION AUTHORIZATION

ct Amount $ 223,115.00

2000.00

$ 2000.00

Misc. Permit Fees

$ 225,115.00

Contingencies (4-1/2%) 10,130.18

Engineering (9 %) 20,260.35

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 255,505.53

Est. PE. Costs 5 207.83

$ 260,713.36

Less Ad. Deposit P.E. -1 000.00

Less Fed. Funds $ 215,000.00

Est. County share $ 44,713.36

APPROVED

Road Design Engineer

Section Powerline - China Hollow C.Rd. Programming Estimate $

Highway County Rd. (Curt Tom Rd) Project Length 1.63 miles

County Sherman Completion Time 150 Cal. Days

Kind of Work Grading and Oiling

Prefix 228-1958 FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 223,115^{00}
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	2000^{00}	
State Furnished		
Install Water Meter		$ 2000^{00}
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 225,115^{00}
Contingencies (4-1/2%)		10,130^{18}
Engineering (9 %)		20,260^{35}
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 255,505^{53}
Est. P.E. Costs		5 207.83
		$ 260,713^{36}
Less P.E. Ad. Deposit		- 1,000.00
Less. Fed. funds		- 215,000.00
		$
		- 44,713.36

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 12-8-78

Section Powerline - China Hollow Cr. Rd. Sec.
County Sherman
Kind Of Work Grading and Oiling
Length 1.63 mile
Name Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	—	16,500
	Temporary Protection and Direction of Traffic		All	All	—	1500^{00}
	Temporary Signs		Sq. Ft	16	6^{00}	96^{00}
	Temporary Barricades		Each	4	100^{00}	400^{00}
	Flagmen		Hour	50	21^{00}	1050^{00}
	Roadwork					
	General Excavation		Cu. Yd.	13,393	3^{50}	46,875
	Trench Excavation		Cu. Yd.	102	15^{00}	1,530
	Finishing Roadbed and Slopes		All	All	—	4,075
	Watering		M-Gal	450	15^{00}	6,750
	Aggregate Subbase		Cu. yd.	13,700	7^{25}	99,325
	3/4 - 0 Aggregate Base		Cu. yd.	2200	7^{75}	17,050
	Aggregates in Asphalt Macadam		Cu. Yd.	650	9^{50}	6,175
	AR-2000 Asphalt in Asphalt Macadam		Ton	41	150^{00}	6,150
	Asphalt in Seal Coat		Ton	24	150^{00}	3,600
	Extra for Asphalt Macadam Approaches		Each	2	200^{00}	400
	3/4" - 0 Aggregate in Prime Coat		Cu. Yd.	171	9^{50}	1624^{50}
	MC-250 Asphalt in Prime Coat		Ton	31	150^{00}	4650^{00}
	18 inch Culvert Pipe		Lin. Ft.	298	18^{00}	5364^{00}
						$ $223,115^{00}$
	$206,615^{00}$ x 870 = $16,529^{00}$					12-29-78
	Round $16,500^{00}$					

8885

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

9-78

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Sherman County Court
Courthouse
Moro, OR 97039

Attention of Mr. Lloyd Gosson
County Roadmaster

Request No. (assigned by staff engineer or head of section) CC1831

Date

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1,000.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$250.00	
		To be transferred to State Hwy. funds for the China Hollow Creek Road-Power Line Rd. Sec. Curt Tom Road. Off System Project SOS-2800(1)		$750.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 228-1958

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8885

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 228-1958

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701
September 22, 1978

EMNeilsen

FROM: Edgar M. Neilsen
Region Design Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Power Line-China Hollow Creek Road
Curt Tom Road
Sherman County Road 542
Prefix No. 228-1958

Enclosed are the following items to document the above location survey:

1 book	Field Notes
1 roll	Detail Map
1 roll	Profile
1 roll	Cross-sections
Pad #1	Coordinates, soils data, grades, earthwork and miscellaneous computations
Env. #1	Narrative report, locating engineers statement, estimates of cost, special provision summary, project history

Region is recommending alternate #2 which is for an O-9 oil mat instead of the O-11.

The cost of the O-9 is $231,231, and the O-11 is $243,040. It is my understanding that the County can still go up to $215,000 and obtain matching funds for this Category III SOSR project (from H. Reynoldson, Project Management, 9/18/78). If the additional costs are too high for the County, a possibility of Sherman County doing the oiling work can be persued. It has been briefly discussed with them.

EN:mr

encl

Returned to
carstenson
9/26/78

Powerline - China Hollow Rd. Sec.
Sherman County Rd. No. 542
Curt Tom Road
Sherman County
Prefix No. 228-1958

This proposed project is for the improvement of Curt Tom Road in Sherman County, which is not a part of any Federal Aid Highway System, with Safer Off-System Road Funds.

This project is located approximately 4 miles southwesterly of Rufus, Oregon.

Work to be done includes roadbed grading, drainage, aggregate subbase and base and asphalt macadam surfacing along with related incidental work.

Clearing and Grubbing

Only work of this type on project would be existing sod and/or grain stubble. For this reason it is recommended that bid item for this work be eliminated and no measurement or payment be made.

Removal of Structures and Obstructions

Only apparent work of this nature is the removal of an existing, non-functional culvert pipe at Station 78+11 and existing fencing along left side of portions of project. Sherman County advises that they will be responsible for the removal and/or reestablishment of this fence on right-of-way line. Thus, it is recommended that bid item for this work be eliminated and no measurement or payment be made.

Earthwork

Proposed project requires approximately 12,000 cu. yds. of excavation. The earthwork is balanced.

In effort to minimize project costs, grades were laid so that no apparent rock excavation would be required. Rock is exposed in existing roadway.

A factor of 1.34, applied to embankment, was used for earthwork balance. Material will be common and with normal loss of material on a job of this nature this is felt to be a realistic factor.

Overhaul

It is recommended that no separate measurement or payment be made for overhaul on this project.

Powerline - China Hollow Creek Road Section

Drainage

Grade line in sags was raised to permit installation of roadway culverts. Some of sags shown on profile are actually across local basins which will not drain until water becomes higher than rim of basin, so culverts will only serve to equalize water level on both sides of roadway.

The most pronounced of these basins is in area of sag in grade at Station 30+00. County Roadmaster advises that water has previously collected in this area to sufficient depth to stall vehicles. Proposed grade across this area provides for approximately a five-foot grade raise, which will put roadway above rim of this local basin.

No drainage excavation is included for inlets and outlets to culvert pipes. It is planned that this can be handled by making deeper and/or wider roadway ditches.

Surfacing

As shown on typical section it is proposed to use 12 inches of crusher-run subbase (maximum 2") and 2 inches of ¾" - 0 base leveling course, asphalt prime coat and an 0-11 asphalt penetration macadam for roadway surfacing, as instructed.

As shown in preliminary special provisions it is proposed to provide that subbase and base aggregates be paid on a neat section, in-place measurement. The intent for this proposal is to save project costs by eliminating the need for contractor to furnish scales and for weighman and/or checker.

Material Source

A material source, which is used by Sherman County, located adjacent to the China Hollow Creek Road approximately 4.1 miles southerly of the end of this project is proposed for use on this project. The source number for this quarry is 28-8-4.

Sherman County advises that they do not own this source but use it under agreement with owner. They will check and confirm the availability of this source and advise that approximate $0.05 royalty may be required. If royalty is involved, it is suggested that this be handled through Sherman County.

Right-of-Way

Project is designed to stay within existing 60 foot right-of-way claimed by Sherman County. Sherman County advises that electric power poles on southerly (right) side of roadway are just inside of right-of-way line. Centerline was established to be 28 feet from face of poles and parallel this utility line.

Powerline - China Hollow Creek Road Section

Utilities

Electric power lines belonging to Pacific Power and Light Company and Wasco Electric Co-Op, Inc., parallel this project. It is not anticipated that there will be any conflict with these utilities.

Project Costs

I am advised that $ 190,000.00 is programmed for this project, which includes construction and engineering costs.

It appears that project estimated cost will be higher than $190,000.

To decrease project costs, the following are submitted for consideration:

1. Sherman County to furnish subbase, base and asphalt macadam aggregates in stockpile at quarry. They now have a crusher in quarry and indicated they might be receptive to this proposal.
2. Place 0-9 in lieu of 0-11 asphalt penetration macadam. I would recommend that prime coat be included if 0-9 is used. Sherman County has indicated they would be in agreement with using asphalt prime coat and 0-9 asphalt penetration macadam. They advised that this is same as they placed on Rd. No. 650, east of end of this project, and other roads in this vicinity. It is estimated that this would decrease project costs approximately $ 12,000.00.
3. Eliminate asphalt prime coat if 0-11 asphalt penetration macadam is used. I do not recommend this alternate, however it could decrease costs approximately $ 6,000.00. If asphalt prime coat under 0-11 were eliminated, I would recommend consideration be given to placing Modified 0-11 asphalt penetration macadam.
4. Delete seeding and mulching.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

#1 Alt.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE Sheet ______ of ______ Sheets

Section Power Line - China Hollow Creek Road Unit ____________
Highway [illegible] Town Road - Co Rd 542 County Sherman Prefix 228-1958
LENGTH 1.6 mi Computations by ____________ Date ____________

O-11 oil Mat

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Mobilization	All	100%	9%	16,600.00
Temp. Prot. & Direction-Traffic	All	100%	1/2%	998.00
Temporary Signs	Sq. Ft.	48	6^{50}	312.00
Flagman	hour	80	20^{00}	1,600.00
General Excavation	Cu. Yd	12,000	3^{50}	42,000.00
Trench Excavation	Cu. Yd.	34	20^{00}	680.00
Finish Roadbed & Slopes	All	Lump Sum	4,000^{00}	4,000.00
Watering	M. Gal	500	15^{00}	7,500.00
2"-0 Crushed Rock Agg. Subbase	Cu. Yd	10,500	7^{50}	78,750.00
3/4"-0 Leveling Course	Cu. Yd	1,800	8^{00}	14,400.00
AR-2000 Asph in Macadam	Ton	85	99^{00}	8,415.00
Asphalt in Seal	Ton	24	150^{00}	3,600.00
Asphalt in Prime	Ton	31	160^{00}	4,960.00
Agg in Asph. Macadam	Cu. Yd	1,120	9^{50}	10,640.00
3/4"-0 Agg in Prime Coat	Cu. Yd	170	11^{50}	1,955.00
18" Culvert Pipe	Lin. Ft.	278	18^{00}	5,004.00
Seeding & Mulching	Acre	1.6	700^{00}	1,120.00
				202,534^{00}
	20% Eng. & Contingencies			40,506^{80}

O-11

PAGE TOTAL .... $ 243,040^{80}

#2 alt.

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet ______ of ______ Sheets

Section Power Line - China Hollow Creek Road Unit ____________

Highway Curt Tom Road-Co Rd 542 County Sherman Prefix 228-1958

LENGTH 1.6 mi. Computations by ____________ Date ____________

O-9 Oil Mat

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Mobilization	All	100%	9%	15,837.00 ~~14,[illegible].00~~
Temp. Prot. & Direction-Traffic	All	100%	1/2%	960.00
Temporary Signs	Sq. Ft.	48	6.50	312.00
Flagman	hour	80	20.00	1600.00
General Excavation	Cu. Yd	12,000	3.50	42,000.00
Trench Excavation	Cu. Yd.	34	20.00	680.00
Finish Roadbed & Slopes	All	Lump Sum	4,000.00	4,000.00
Watering	M-Gal	500	15.00	7,500.00
2"-0 Crusher Run Agg. Subbase	Cu. Yd	10,500	7.50	78,750.00
3/4"-0 Leveling Course	Cu. Yd	1,800	8.00	14,400.00
CR-2000 Asph in Macadam	Ton	40	99.00	3,960.00
Asphalt in Seal	Ton	24	150.00	3,600.00
Asphalt in Prime	Ton	31	160.00	4,960.00
Agg in Asph. Macadam	Cu Yd	638	9.50	6,061.00
3/4"-0 Agg in Prime Coat	Cu. Yd	170	11.50	1,955.00
18" culvert Pipe	lin Ft.	278	18.00	5,004.00
Seeding & Mulching	Acre	1.6	700.00	1,120.00
				192,693.00
	20% Eng'g & Contingencies			38,538.00
O-9				231,231.00

$32,372. = 14%

PAGE TOTAL .... $ [illegible]

Form 81-734-3030

MSP0001

8885

* Revised PE to comply with downscoped Project 3-30-79 RCL

12

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sumac Bridge (McKay Creek) Platt Bridge

Date May 15, 1978

Highway County Roads 724 and 718

Authorization No. 1

County Umatilla

Survey Prefix SEE BELOW (Assigned by Salem office)

Description of termini, route, length, etc.:

About 16 miles southeast of Pendleton, beginning at Milepoint 3.4 on Road No. 724, thence easterly to junction of McKay Creek Road, No. 718, continuing easterly to milepoint 9.0. Project length is 2.2± miles.

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA DEC 1 1978 ☐

RECEIVED
REGION 5 OFFICE

Bridge Design State Funds Prefix ~~230-1451~~

Structural Design (906) 5,000

Federal Aid & other P.E. Prefix 230-1952

Total 24,750

* 13,750

Purpose of survey:

Prepare plans, specifications and estimate of cost for replacement of Sumac and Platt Bridges; widening, grading, drainage and rock surface. Bridge design to be at no cost to County under provisions of O.R.S. 369.210.

Estimate of cost:

Field	901	~~12,000~~ 4,000
Final Design	905	1,000
~~Soils~~	~~910~~	~~2,000~~
Liaison	913	~~500~~ 250
Utility	914	~~1,000~~ 250
Hydraulics	918	1,000 ✓
Specifications	921	1,000 ✓
Environmental	923	250 ✓
Found. Expl.	926	6,000 ✓

S05-3000(3)
11-22-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ SEE ABOVE

Previous authorization . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Federal Aid Specialist [redacted]

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Mgr. ~~XXXXXXXXXXXXXXXXXX~~

cc ~~[illegible]~~ Van Cleave
Moore
Gerlach
Preston ~~[illegible]~~

SP*19760-734

8885

8

April 27, 1978

Sherman County Court
Courthouse
Moro, OR 97039

Attention: Carrie E. Belshe
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6531

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the China Hollow Creek Road-Power Line Section of Curt Tom Road in Sherman County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachment

bc Don Harwell (Agreement attached)

8885

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-16-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO -2800(1)

STATE PROJECT NO. See Below

COUNTY NAME Sherman

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80204

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 3-16-78

DATE AUTHORIZATION EFFECTIVE 3-16-78

FEDERAL ROUTE NUMBER Non Federal Aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Power Line - China Hollow Creek Road"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade, Drain & Oil

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION : Including Archeology Salvage
TEC NTE $7,000 - F.F. $6,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-9-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $181,500, Federal funds $155,360 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Apprppriations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE

Swan
3-24

DATE 3-16-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8885

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80204
Project No. SOS-2800(1)
Power Line-China Hollow Cr. Rd. Section
Sherman County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $7,000 with an obligation of $6,000 in federal funds.

2) Authorization for construction at an estimated total cost of $181,500 with an obligation of $155,360 in federal funds.

CL:lml
Att.

cc: Dale Allen, Region 4
Harold Reynoldson

AD 398

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

March, 1978

FEDERAL-

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd., Curt Tom Rd. ½ mi. S of Rufus 65	**ADT**	PRESENT DHV 10 75	FUTURE (66) N/A

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E., Gr., Dr., oil 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	

CARD	CLASS OF FEDERAL FUNDS Safer Off-System Roads	COUNTY NAME Sherman
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. N · FEDE No

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	ESTIMATED PRO FEDERAL F
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		"Power Line-China Hollow Creek Rd. Section"	1.6	7,000	6,000
5					**ROW**					
5					**CONST** (CODE) 3010			1.6	181,500	155,360

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.6	188,500	161,360
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	DHV 10 75	N/A (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	80204 (14) (18)

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(70)	(71)	(72) (73)	(74) (75)	SOS (14) (23)	2800(1) (7)	(13)	(24) (26)	(27)

COUNTY NAME	CODE	PROGRAM STAGE
Sherman	055 (14) (16)	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non (32)	Co. Rd (36)	(37) (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
7,000	6,000	----	1,000 (Co.)	
181,500	155,360	----	26,140 (Co.)	ROW - 60' normal; Access Control-none Parking restrictions- none.
188,500	161,360	----	27,140 (Co.)	
(16) (23)	(24) (33)			

REMARKS

USCOMM DUSCOMM-DC 48905-

Power Line-China Hollow Cr. Rd. Section
Project No. SOS-2800(1)

Existing Facilities: 20-foot gravel surfaced roadway.

Adjacent Sections:
W. End - Same as existing facility.
E. End - Jct. with China Hollow Creek Road.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including archeological salvage.
2) Grade, drain, rock base and oil surface necessary to widen the existing facility to provide for 2-12 foot travel lanes with 2-foot gravel shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on February 28, 1978.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- Not required under Oregon Action Plan.
(b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8885

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: February 28, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project SOS-2800(-)
Powerline-China Hollow Cr. Rd.
Project Assessment
Sherman County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr., Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your letter of February 9, 1978, has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K. Hossner
for G. L. Green

cc:
D. H. Moehring, Mgr. Proj.Mgt.
Region 4, Env.

3-2-78
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
Dale Allen
R. S. Hawkins
R. J. Vancleave
[redacted]
B. L. Gifford
Larry Asburry

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
MAR 6 1978
File: PM FA LG OP
TAA ____

SOS-28--( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 9, 1978

Section Powerline-China Hollow Cr. Rd. Sec

Unit (if appl) ______

County Sherman

City South of Rufus

Highway Curt Tom Road

State Hwy. No. N/A

Termini: M.P.(if appl) ______

Length 1.6 miles

Region 4

Construction Estimate $190,000 Program Amount

B. Purpose of Project:

To upgrade an existing narrow, unpaved road to an all-weather road.

C. Origin & History of Project:

Sherman County has requested this proposal as a Safer Off-System Roads project. The condition of the present road does not permit all-weather use by feed and egg trucks.

D. General Description of Project:

Proposal includes widening the present 20 ft. road to 28 feet, constructing shoulders, providing adequate drainage, grading, base, and oiling.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes ___; Med. ___; Shldrs. ___; Parking ___

Proposed: No. Lanes ___; Med. ___; Shldrs. ___; Parking ___

Traffic: Existing Facility: Existing ADT 50-75 ; Projected ADT ______; Yr. ___

Existing Level of Service Design speed: 40 MPH

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_______

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

State controlled materials site located nearby.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

Sherman County: top priority.

FHWA and/or OSHD approvals given, if any:

Approval pending.

Location or Design Alternatives (identify and describe):

Since the purpose of this project is to pave and widen an existing road within existing right-of-way, no alternatives have been advanced.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located on the high, undulating Columbia plateau south of Rufus. Elevation approximates 1100 feet, over 800 feet above the river. Native vegetation consists largely of sage and grass associations. Practically all natural vegetation has given way to farm and ranch activities. Average annual precipitation is about 10 inches, most of which occurs during the winter months. Loessal soils are readily eroded by running water. Deep gullies carry run-off north to the Columbia River. Water moving down gullies and roads collects at breaks in slope. At times local roads are impassable. This condition is particularly noteworthy on the Curt Tom Road. Farm activities have adversely affected wildlife habitat. The proposed project would not have a significant impact on wildlife.

2. Cultural:

The proposed project is situated in a sparsely populated area of the State. Much of the land in the vicinity of the project is irrigated. Curt Tom Road is primarily used by a large chicken farm. The farm is important to the local economy.

The proposed project would not have a significant impact on historic or aesthetic resources. Although the area was inhabitated by several Indian tribes, no archaeological sites have been recorded in the vicinity.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No additional right-of-way required.

2. Estimated Impact on Traffic Patterns:
No significant change is anticipated. Operating speeds would increase, but since this is a low volume road, the effects on traffic flow and safety would be negligible.

Consequences--Air Quality, Noise, Safety, etc.:

The low volumes and lack of major curves on the road preclude any significant impacts.

3. Estimated Impact on Land Use:
The remoteness of this area from any major urban centers makes it unlikely that any substantial new development would occur.

Consequences:

Insignificant.

4. Expected Impact on Natural Ecological Resources:
Since no major ecological resources are present in the area, no impacts are likely to occur. No wetlands present in project area.

Consequences:

None.

5. Expected Impact on Cultural and Scenic Resources:

No adverse impact. The road grade will not change significantly and no work will be done outside of the right-of-way. A cultural resource survey may be required..

Consequences:

None.

6. Preliminary Identification of Areas of Critical Concern:

None identified. No wetlands in project area.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With: Consistent with land-use plans and environmental quality standards.

a. Clean Air Implementation Plans

Low traffic volumes will assure consistency.

b. Noise Standards

FHWA noise guidelines would not be exceeded.

c. Water Quality Standards

No significant water bodies are involved.

d. Area Land Use and Transportation Plans, and Zoning

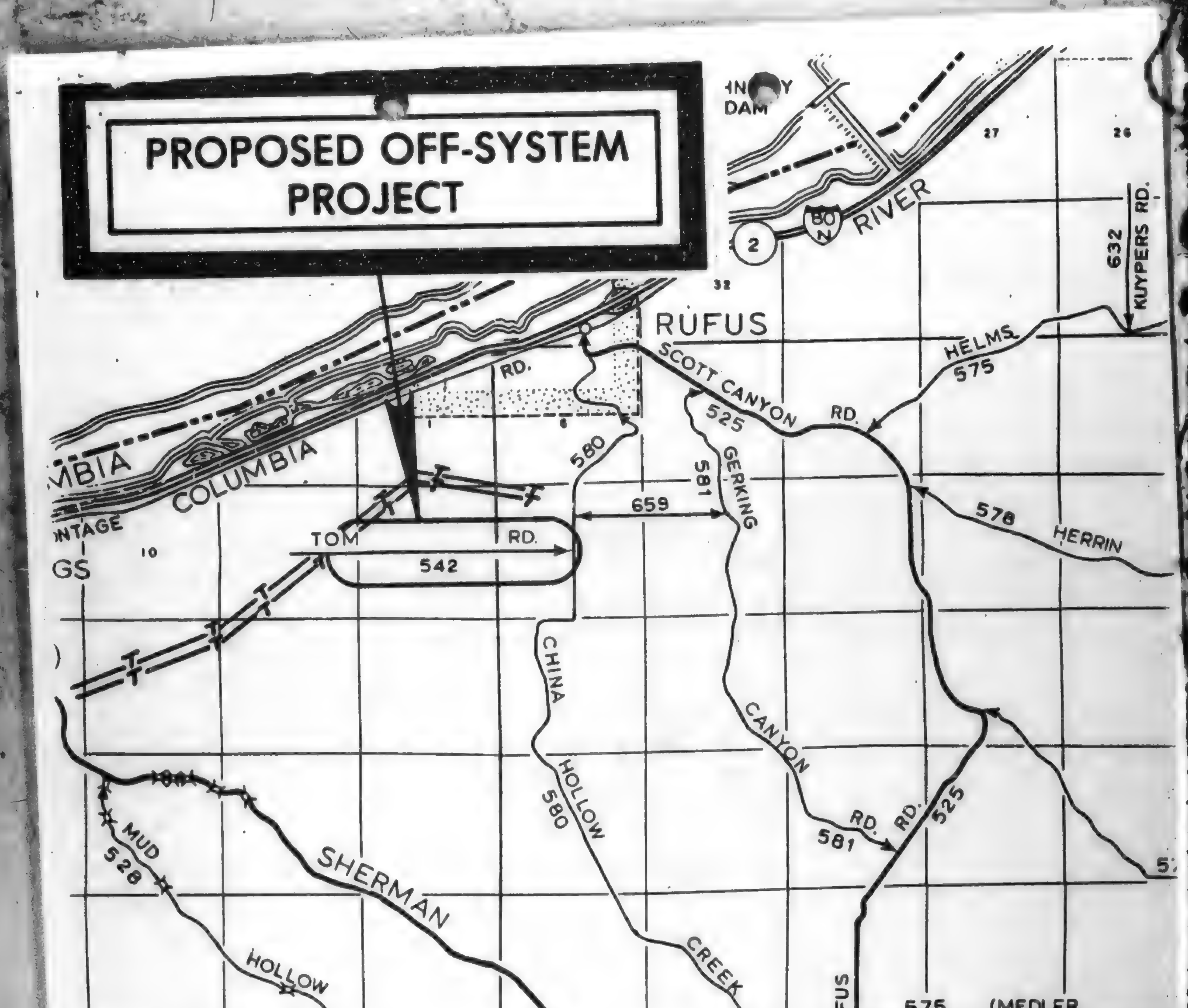
Proposal is consistent with land use plans and environmental quality standards.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----	-------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	X ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Proposed project is limited in scope, does not require additional right-of-way, and is non-controversial. Significant impacts on the natural or cultural environment are lacking.

D. Recommended Project Category: ___ 1 ___ 2 x 3 ___ 4



PROPOSED OFF-SYSTEM PROJECT

DAM
RIVER
80N
2
27
26
KUYPERS RD.
632
32
RUFUS
RD.
SCOTT CANYON
525
RD.
HELMS
575
MBIA
COLUMBIA
NTAGE
580
581
GERKING
659
578
HERRIN
TOM
RD.
542
10
GS
CHINA
HOLLOW
580
CANYON
RD.
581
RD.
525
MUD
528
SHERMAN
HOLLOW
CREEK
RD.
580
RUFUS
575
(MEDLER
BIGLO
HWY.
36
31
WASCO
NYON
MUD HOLLOW
CANYON
RD.
538
RD.
528
CEMETERY RD.
609
300
WASCO-
525
WASCO
Locust Grove
BERG RD.
533
RD.)
HWY.
301
658
574
KLONDIKE
WASCO-
206
RD.
539
573
540

8885

9

February 9, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

On the consent calendar for the February 22 meeting will be three requests for approval of SOS-R projects.

Gresham is requesting two projects. One is for a $17,340 project to place an asphaltic concrete overlay on a 0.23 mile segment of N.E. Fifth Street. The other is for a $57,600 project to reconstruct a 0.30 mile segment of N.E. Second Street.

The request from Sherman County is for a $187,625 project to reconstruct a 1.6 mile section of Curt Tom Road.

Federal Safer Off-System Roads funds for these projects are estimated at $225,810, with Gresham providing approximately $10,490 in match funds and $26,265 being contributed by Sherman County.

These projects have been investigated and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
J. H. Versteeg
V. E. Skoog
E. L. Hardt
~~C. M.~~ Williams Dale Allen
D. N. Harwell
George Bell

GEZ:dpy

SHERMAN COUNTY
Proposed SOS-R Project

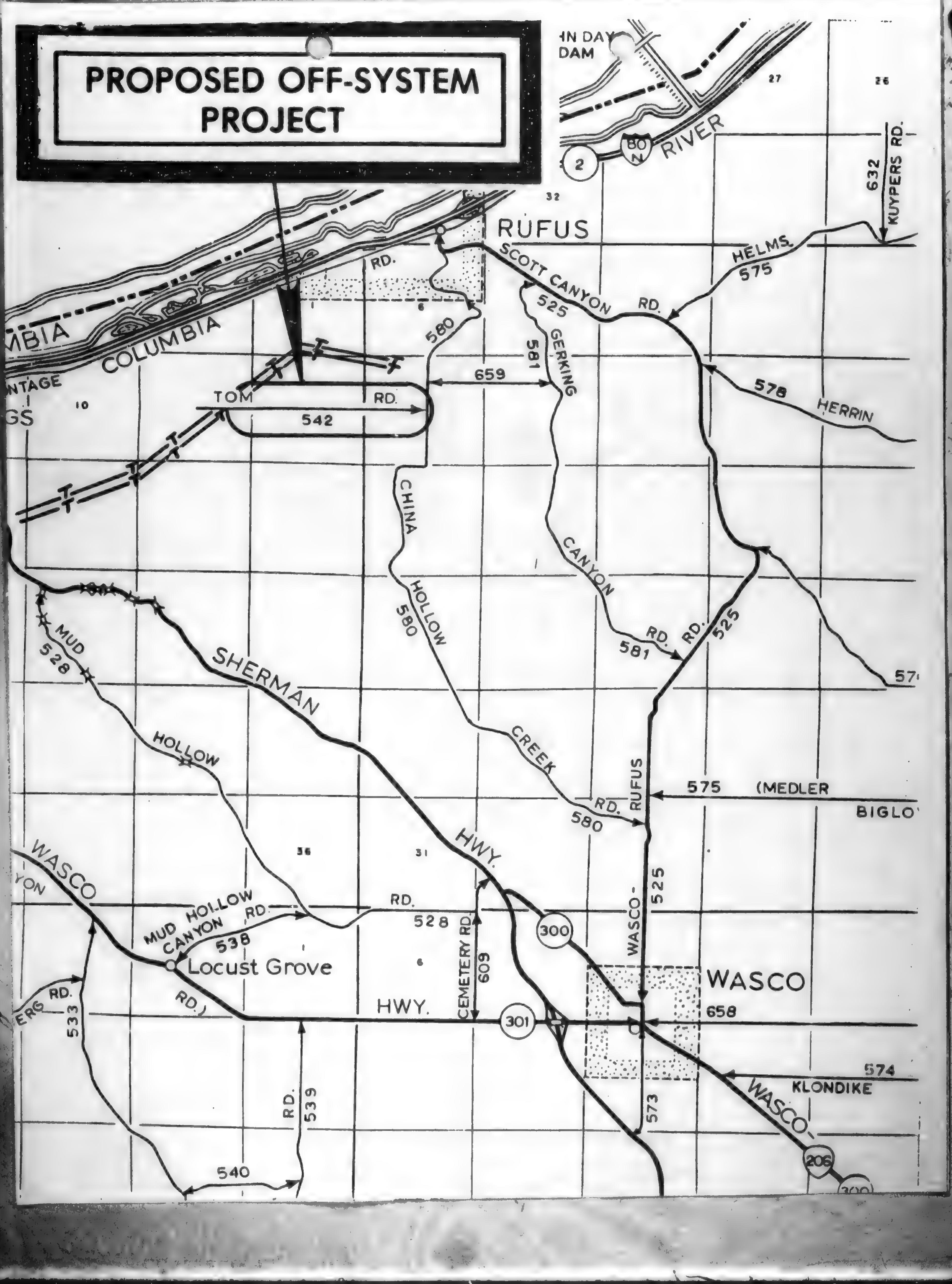
China Hollow Cr. Rd.-Power Line Section
Curt Tom Road
Grade, Base and Oil
1.6 miles
$187,625

This project consists of reconstructing a 1.6 mile segment of Curt Tom Road. The existing roadway is graded and graveled and has inadequate drainage. The project will provide an all-weather road for feed and egg trucks serving an egg-producing plant in the area.

State will perform the preliminary and construction engineering.

78-b
2/7/78

PROPOSED OFF-SYSTEM PROJECT



JOHN DAY DAM
RIVER
COLUMBIA
RUFUS
SCOTT CANYON RD. 525
HELMS 575
KUYPERS RD. 632
TOM RD. 542
659
580
GERKING 581
HERRIN 578
CHINA HOLLOW 580
CANYON RD. 581
RD. 525
MUD HOLLOW 528
SHERMAN HWY.
CREEK RD. 580
RUFUS
WASCO- 525
575 (MEDLER
BIGLO
WASCO
MUD HOLLOW CANYON RD. 538
RD. 528
CEMETERY RD. 609
300
Locust Grove
WASCO
658
HWY. 301
533
RD. 539
540
573
574 KLONDIKE
WASCO- 206

8885 PLCO 01 9

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section China Hollow Creek Road - Power Line

Date January 20 1978

Highway Curt Tom Road (County Road No. 542)

Authorization No. 1

County Sherman

Survey Prefix 229-1958 (Assigned by Salem office)

Description of termini, route, length, etc.:

China Hollow Creek Road (County Road No. 580) to power lines

Length 1.6 miles

Purpose of survey:

Prepare plans, specifications, estimate of costs for Safer Off System Roads project.

SOS-2800 (1)
3-16-78

Estimate of cost:

Estimate of cost:	Field	901	4,000
	Final Design	905	2,000
	Soils	910	500
	Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 7,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Perpin

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

H N Rp

78.5

FEDERAL AID PROJECT REQUEST

Date December 7, 1977

Applicant Agency SHERMAN COUNTY ROAD DEPARTMENT

Request for: Off-System X , FAS-C____, FAUS____ Project

Federal Aid Route No.______ Route Name COUNTY ROAD

Project Name CURT TOM ROAD

Project Length 1.6 MILES Project Location (Attach sketch map)

Project Description RECONSTRUCTION, BUILD, BASE, OIL

China Hollow Creek Road - Power Line Section

Average Daily Traffic 50-75 Design Speed 40

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 10' Shoulders NONE

Medians ------ Parking ------

Sidewalks ------

Remarks EXISTING ROADWAY IS GRADED AND GRAVELED NO DRAINAGE, IS NOT ADEQUATE FOR ALL WEATHER ROAD, FOR FEED AND EGG TRUCKS TO LARGE EGG PLANT.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 12 Shoulders 2

Medians NONE Parking NONE

Curbed --------- Length Curb Radii ------

Sidewalk/Bikeway --------

Remarks -----

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ----- Maximum -----

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No____

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? BY APPLICANT

4. Permanent Striping:

Include in project or by applicant? BY APPLICANT

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location

Type

Remarks NONE

V. STRUCTURE DATA

1. Existing Structure:

Location NONE

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location NONE

Approximate Size: Length Width

Are sidewalk/bikeways desired: NO

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	PLANNING COMMISSION Office
2. Environmental	PLANNING COMMISSION Office
3. Public Hearing	COUNTY CLERK Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	
PROJECT TOTAL	$ 187,625.00

Remarks ESTIMATE ATTACHED

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or SHERMAN COUNTY

By________ By Ralph W. Halyens

By________ By L. E. Kaseberg

By Dewey Thomas

(1976)

CURT TOM ROAD

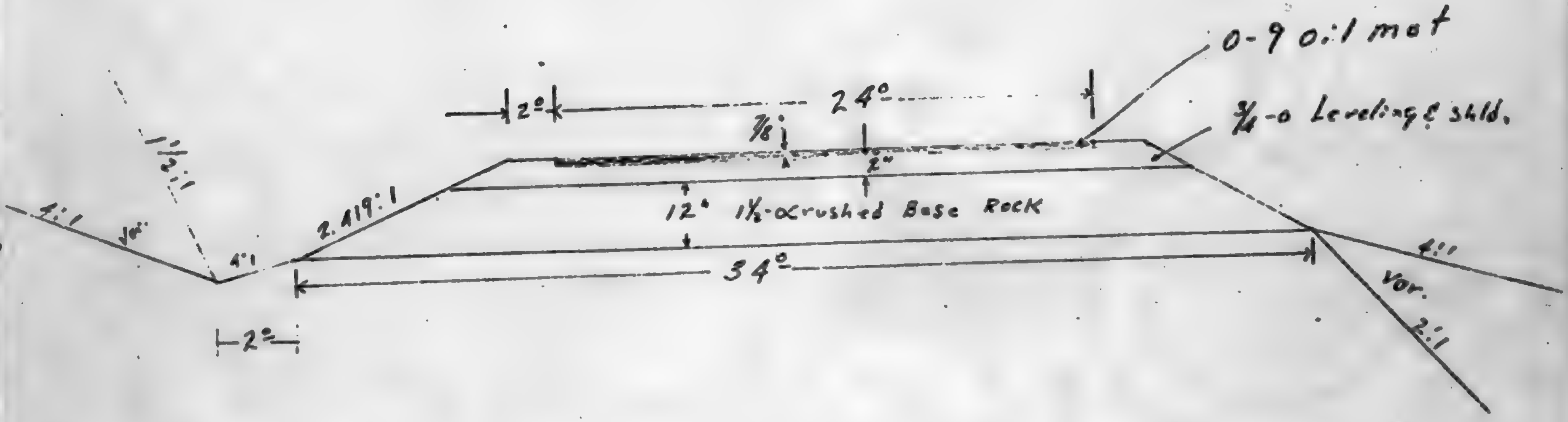
Sherman County

Feb. 23,1977

ITEM	UNIT	AMOUNT	UNIT PRICE	TOTAL
Mobilization	Lump Sum	All	Lump Sum	11,475.00
Temporary Protection and Direct. Traffic	Lump Sum	All	Lump Sum	1,435.00
General Excavation	Cu. Yd.	15,000	1.25	18,750.00
Trench Excavation	Cu. Yd.	20	20.00	400.00
Ditch Excavation	Cu. Yd.	20	10.00	200.00
18" Culvert Pipe	Lin. Ft.	200	20.00	4,000.00
1½-0 Crushed Base Rock	Ton	19,000	4.25	80,750.00
¾-0 Leveling & Shld. Rock	Ton	3,300	4.75	15,675.00
Watering	M-Gal.	400	10.00	4,000.00
Asphalt in 0-9 Mat	Ton	40	130.00	5,200.00
Emulsified Asphalt in 0-9 Mat	Ton	25	150.00	3,750.00
Aggregate in Oil Mat	Cu. Yd.	1220	7.50	9,150.00
Finishing Roadbed and Slopes	Mile	1.57	1,000.00	1,570.00
Contingencies and Engineering				31,270.00
			Total	187,625.00

Curt Tom Road

Sherman County



0-9 0:1 mat
¾-0 Leveling & shld.
2°
24°
⅞
2"
12"
1½-Crushed Base Rock
2.419:1
1½:1
4:1
30"
4:1
34°
2°
4:1
Var.
2:1

..ation Sheet

OREGON STATE
HIGHWAY DEPARTMENT

Sheet______ of ______ Sheets

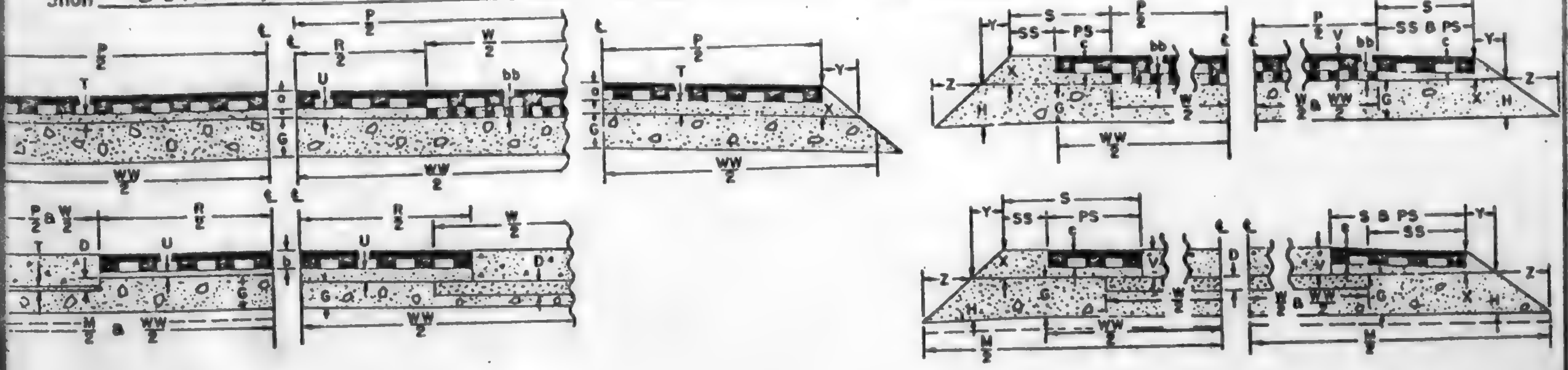
E. Walker Date 2-23-77

Checked By________ Date________

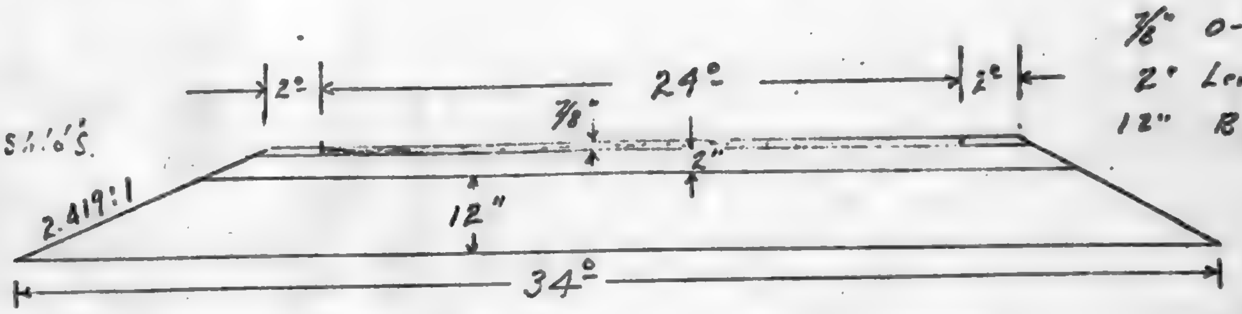
..tion Curt Tom Road

Highway County

County Sherman



Crushed rock shld's.



7/8" 0-9 oil Mat
2" Leveling
12" Base

Length of Section (L) 8300 Feet

(Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity 2.75

LIME TREATED SUBGRADE

(M) ___ x (L) ___ / 9 = (d) ______ Sq.Yd.

Lime (Depth in inches) ___ / 6 x .01125 x (d) ______ = ______ Ton

AGGREGATE BASE

$\left[\dfrac{\left(\dfrac{(G)+(H)}{2}\times(SS+Y)\right)+\left(\dfrac{(H)}{2}\times(Z)\right)}{27}\right]+\left[\dfrac{\left(\dfrac{(G)+(H)}{2}\times(SS+Y)\right)+\left(\dfrac{(H)}{2}\times(Z)\right)}{27}\right]\left((L)\right)=$ ______

$\left(\dfrac{31.58\times 1\times 8300}{27}\right)$ (WW) (G) (L) or $\left[\dfrac{\left((WW)\times(G)\right)-\left((D)\times(W)\right)\times(L)}{27}\right]=$ 9708

(1.30) = ______ Cu.Y.

(1.92*) = 18640 Tons

TOP COURSE BASE and SHOULDERS 3/4-0

Top Course $\left[\dfrac{(31.18\times .167)+(8300\times (T))}{27}\right]\left((L)\right)=$ 1601 (W) (D) (L)

4 x 8300 x .0755 / 27 (L)

Shoulders $\left[\dfrac{\left(\dfrac{(V)+(X)}{2}\times(S)\right)+\left(\dfrac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right](2)\left(\quad\right)=$ 90

1691

(1.30) = ______ Cu.Y.

(1.92*) = 3247 Tons

WATERING

Crushed Material 14,702 Cu. Yd. x .025 = ______
Earthwork ______ Cu. Yd. x ___** = ?

367 M-G.

**Furnished by Construction Department

CEMENT TREATED BASE

$\left(\dfrac{(W)\times(D)\times(L)}{27}\right)\left(\quad\right)^{*}=$ (e) ______ Tons

Cement in C.T.B .055 x (e) ______ = ______ Tons

Asphalt in Seal (W) ___ x (L) ___ x .000091 ______ Tons

PLANT-MIX BITUMINOUS BASE

(W) ___ x (L) ___ x (bb) ___ x (Tons/Sq Ft 1" Thick)** ___ = (f) ______ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ______ = ______ Tons

ASPHALT CONCRETE PAVEMENT

Roadway (P) ___ x (L) ___ x (a) ___ x (Tons/Sq Ft 1" Thick)** ___ = ______
Shoulders & Median (R)+(PS) ___ x (L) ___ x (b or c) ___ x ___ = ______

(g) ______ Tons

Asphalt Cement in Mixture .065 x (g) ______ = ______ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "b", "c", & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

SU ACING CALCULATION SHEET

ALT , PRIME COAT — Aggregates (WIDTH) ____ x (L) ____ (.00083) = ________ Cu. Yds.
Asphalt (.*) = ________ Tons

ACK COAT — Emulsified Asphalt (WIDTH) ____ x (L) ____ (.0000090) (New Bituminous Surfaces) ________ Tons
(.0000182) (Existing Surfaces) ________ Tons

SPHALT ENETRATION ACADAM
Penetration Asphalt 2 ½ 8300 (.000194*) = 38.6 Tons
Emulsified Asphalt 24 8300 (.000114) = 22.7 Tons
Aggregates (WIDTH) x (L)
1¼"-¾" ( ) = ________
¾"-½" 24 8300 (.00144) = 887
½"-¼" 24 8300 (.00067) = 133
¼-#10 24 8300 (.001) = 200
= 1220 Cu. Yds.

*See below for factor

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

7/8 =.0735

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

1 7/8" = 1.240'

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq. Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000151
120-150	258	0.000150
200-300	259	0.000159
RS-1	244	0.000158
RS-2	246	0.000159
RS-2K	244	

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

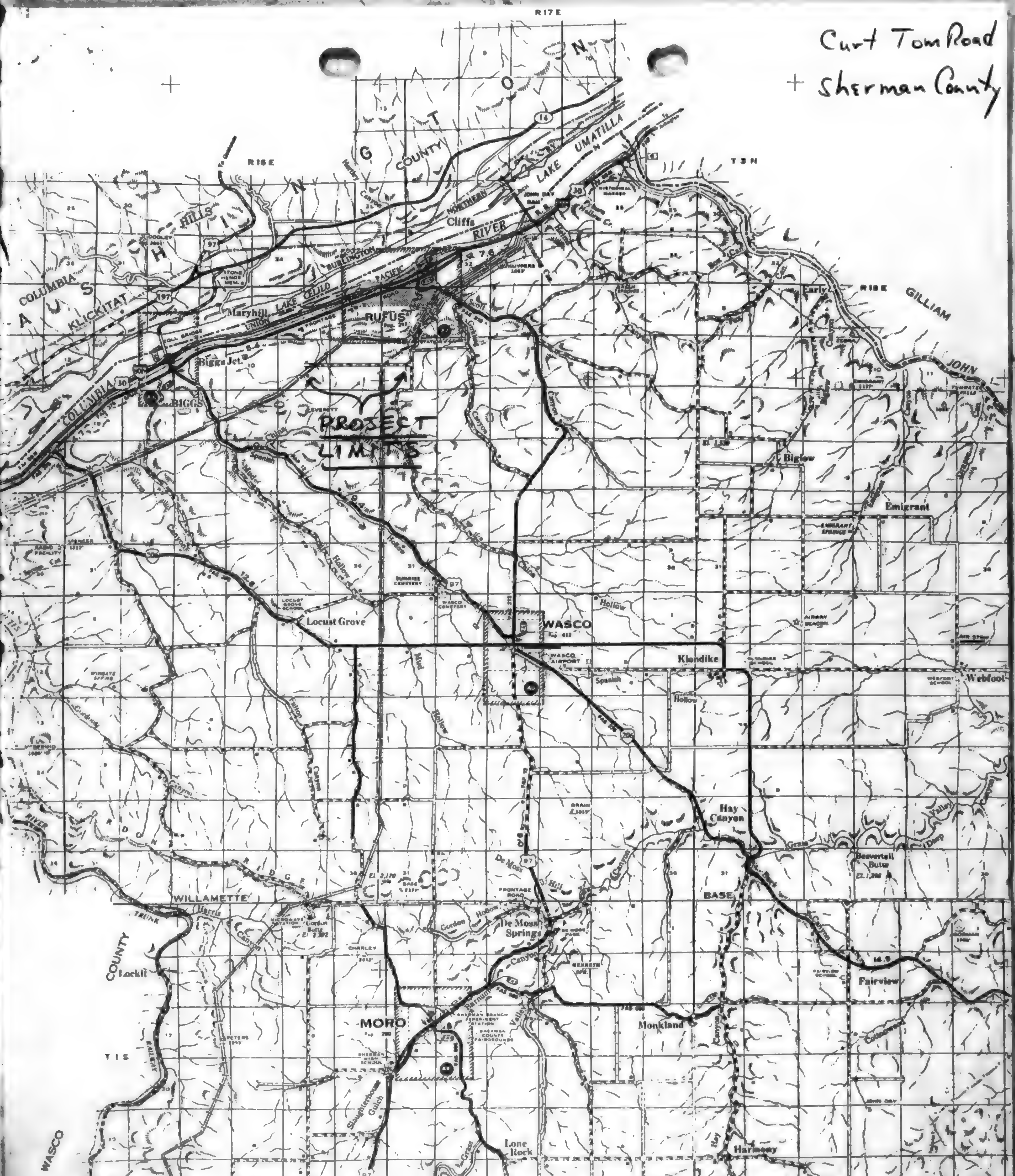
FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MACADAM SURFACES

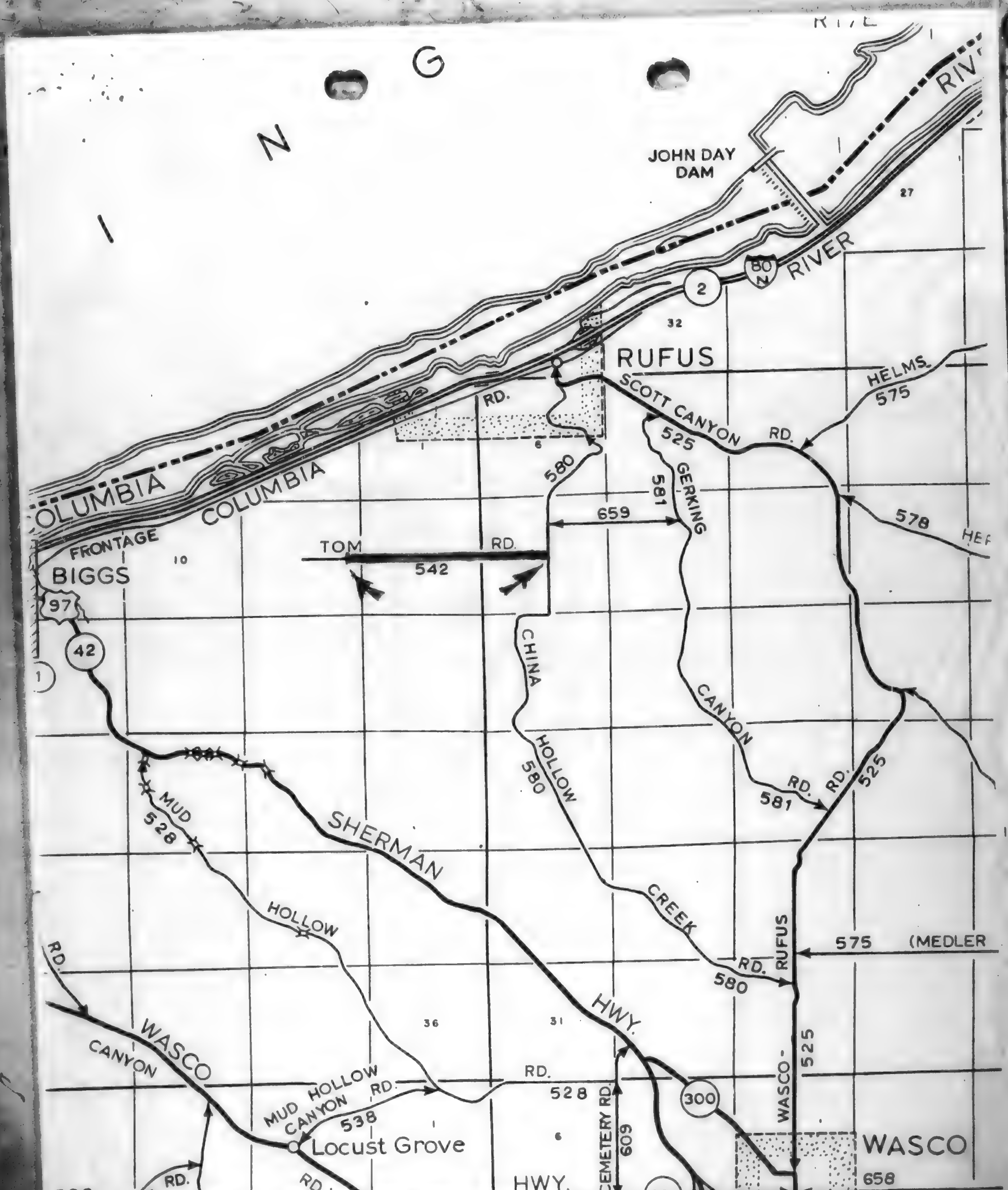
		0–7	*0–9*	*0–11*	*0–30*	*00–30*	*0–31*	*0–32*	*0–33*
Penetration Asphalt	(120-150	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	(200-300	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use 200-300 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use 120-150 Asphalt in all other areas.
The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form E-377-Rev. 3-71

Curt Tom Road
Sherman County


PROJECT LIMITS
R17E
R16E
T3N
T1S
WASHINGTON COUNTY
KLICKITAT
COLUMBIA HILLS
COLUMBIA RIVER
LAKE CELILO
LAKE UMATILLA
BURLINGTON NORTHERN
UNION PACIFIC
Maryhill
Cliffs
RUFUS
Biggs Jct.
BIGGS
GILLIAM
JOHN DAY RIVER
Early
Biglow
Emigrant
Emigrant Springs
WASCO
Wasco Airport
Klondike
Webfoot
Locust Grove
Spanish Hollow
Hay Canyon
Beavertail Butte
BASE
Grass Valley
Fairview
De Moss Springs
WILLAMETTE
Gordon Butte
Lockit
MORO
Sherman Branch Experiment Station
Sherman County Fairgrounds
Monkland
Slaughterhouse Gulch
Lone Rock
Harmony
DESCHUTES RIVER
WASCO COUNTY
97
197
30
14
206


I N G
JOHN DAY DAM
COLUMBIA
COLUMBIA
RIVER
80 N
2
FRONTAGE RD.
BIGGS
97
42
RUFUS
SCOTT CANYON RD.
525
HELMS 575
GERKING 581
580
659
TOM RD. 542
578
CHINA HOLLOW 580
CANYON RD. 581
525
SHERMAN HWY.
MUD HOLLOW 528
CREEK RD. 580
RUFUS
575 (MEDLER
WASCO-RUFUS 525
WASCO CANYON RD.
MUD HOLLOW CANYON RD. 538
RD. 528
CEMETERY RD. 609
300
Locust Grove
WASCO
658
HWY.
301
536
KASEBERG RD.
533
KLON
10
32
27
36
31
6
1

1979 Pendleton-McKay Reservoir 8886
Sec. of John Day Hwy.
(Paving)

9886

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-

REGION NO. 10	REPORT NO. 3	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 12-3-80	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F-30(2)
COMPLETION DATE 8-23-79	ACCEPTANCE DATE BY CONTRACT AGENCY 3-7-80	TIME ELAPSED See below %	CONTRACT TIME See below
APPROVED EXTENSIONS None	LOCATION On John Day Hwy beggining near the South City Limits of Pendleton and ending approximately 5 miles South of Pendleton in Umatilla County		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PENDLETON-MC KAY RESERVOIR
PENDLETON-JOHN DAY HIGHWAY
Paving

This project provided for the resurfacing of approximately 4.5 miles of the John Day Highway. Certain safety work was also included.

The project specified a contract completion date of October 31, 1979. The project was considered substantially complete on August 23, 1980.

The final amount of the original contract items was $526,482.08. This represents an 1.1 percent underrun of the contract bid amount. The final cost of the project, including engineering and changes, was $587,040.68.

The project signing and striping is complete.

A final inspection of the completed work was made January 17, 1980.

RECEIVED
STATE HWY ENGR
DEC 11 '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

12-11 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 12-9-80	TITLE Field Operations Engineer — DATE 12/10/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8886

2

March 11, 1980

U.S. Fidelity & Guaranty Co.
P.O. Box 3459
Portland, OR 97208

CON 3
#8886

Gentlemen:

Contract No. 8886 awarded to Euson Corporation of Idaho for paving on the Pendleton-McKay Reservoir Section of the Pendleton-John Day Highway in Umatilla County was completed on August 23, 1979, and accepted by the State Highway Division on March 7, 1980.

Final payment in the amount of $26,557.96 will be released to the contractor after March 17, 1980. The total contract amount is $526,067.87 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Euson Corporation of Idaho
P.O. Box 1323
Lewiston, ID 83501

U.S. Fidelity & Guaranty Co.
100 W. Harrison Plaza
Seattle, WA 98119

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8346	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

#8886

STATE COPY

nig

1-17-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Umatilla	DIVISION Oregon	
IN COMPANY WITH W. Ferguson, Resident Engineer, OSHD				
DATE OF INSPECTION 1-17-80	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.		PROJECT NO. F-30(2)	
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED See below %	WORK COMPLETED 100 %

PENDLETON - McKAY RESERVOIR
PENDLETON - JOHN DAY HIGHWAY
Paving

This project provided for the resurfacing of approximately 4.5 miles of the John Day Highway. Certain safety work was also included.

The contract provided for a specified completion date for the project of October 31, 1979. In addition, an intermediate completion date of September 15, 1979 was specified for the paving work. The project was completed on August 23, 1979.

Some problems were encountered during the early paving work which required corrective actions. These areas now have a satisfactory ride and appearance. The signing and striping for the project is complete.

It is recommended the project be accepted.

RECEIVED
STATE HWY ENGR
FEB 1 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2-1
cef

FORM FHWA-1448 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

ROAD DESIGN SECTION

CON 2

28

W. C. Ferguson
Resident Engineer

November 30, 1979

W. E. Cole
Design Engineer Supervisor

Subject: Construction Narrative Report
Pendleton-McKay Reservoir
Pendleton-John Day Highway
Umatilla County
Contract No. 8886

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ja

RECEIVED
DEC 03 1979
ROAD DESIGN
SECTION

Versteeg
Anderson
/ Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

Do Not File ☐
Return To
Bring Up / /
Action

#8886

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

DATE: October 2, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-30(2)

Contract 8886, Work Completed August 23, 1979

Project Pendleton-McKay Reservoir

Highway Pendleton-John Day

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 17, 1980

Noted H. S. COULTER

G. K. Hosmer
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
W. E. Schwartz
R. D. Church

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JAN 22 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

8886

Final Report

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pendleton-McKay Reservoir

WEEK ENDING: August 25, 1979

SECTION PREFIX: 30-1059

HIGHWAY: Pendleton/John Day Hwy.

COUNTY: Umatilla

NAME OF JOB: Pendleton-McKay Reservoir

KIND OF WORK: Paving

CONTRACTOR: Eucon Corp. of Idaho

CONTRACT NUMBER: 8886

FEDERAL AID PROJECT NUMBER: F-30(2)

DATE OF CONTRACT: February 26, 1979

DATE WORK STARTED: June 14, 1979

ESTIMATED COMPLETION DATE: August 23, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: Paving - Sept. 15, 1979
Project - Oct. 31, 1979

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 618,246.42

EXCLUSIVE OF ENGINEERING: $ 569,222.47

ENGINEERING AUTHORIZATION: $ 49,023.95

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 569,222.47

ENGINEERING COST TO DATE: $ 33,220.91

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 68%

DATE PROJECT WAS COMPLETED: August 23, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.29
MILES PARTIALLY COMPLETED					4.29
MILES COMPLETED					4.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)					21,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE					21,855 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					21,855
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

1 roller, 1 dump truck, 1 blade, 1 propane burner, 1 tack trailer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19				
MONDAY 20				
TUESDAY 21				
WEDNESDAY 22				
THURSDAY 23				
FRIDAY 24				
SATURDAY 25				

RECEIVED
AUG 27 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Clarck

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No Activity
MONDAY 20	Eucon smoothing rough places in new pavement.
TUESDAY 21	Eucon smoothing rough places in new pavement.
WEDNESDAY 23	Eucon finished patching and hauled shoulder material to finish shoulders.
THURSDAY 24	Eucon finished clean up details on project. Project completed this date.
FRIDAY 25	No Activity
SATURDAY 26	No Activity

REMARKS

Eucon finished patching and shoulders for project completion Aug. 23, 1979.

SIGNED ____________ LOCATION Pendleton
W. C. Ferguson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP F216

8-7-79

II 8886

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. E 0(2) L

STA PROJECT NO. See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90076

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR.
AUG 9'79
REFER TO Mac [illegible]
FOR
Info | Hayes | R/D | D/R | Sen | Act | File

8-9 orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-31-79	7-3-79	Primary 30 Primary 28

GENERAL LOCATION:

Pendleton-McKay Reservoir Section

GENERAL DESCRIPTION OF WORK:

Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7-3-79, as requested in Mr. Keasey's letter of 7-19-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,500 Federal Funds $1,322.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-7-79	Walach	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-615

STATE COPY

cc: State (H. S. Coulter) 7-23-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 7-23-79	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-30(2)

IN COMPANY WITH
B. Ferguson, Resident Engineer, OSHD

LOCATION
On the John Day Highway beginning near the South City limits of Pendleton and ending approximately 5 miles South of Pendleton in Umatilla County.

CONTRACTOR NAME AND ADDRESS
EUCON Corporation, P.O. Box 1323,
Lewiston, Idaho 83501

AWARD DATE 2-26-79	CONTRACT AMOUNT $532,646.50	TIME ALLOWED Specified comp. date 10-31-79	TIME STARTED ---	WORK STARTED 6-14-79
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See below	WORK COMPLETED 70%	

REMARKS

PENDLETON-McKAY RESERVOIR SECTION
JOHN DAY HIGHWAY
Paving

This project provides for the resurfacing of approximately 4.5 miles of the John Day Highway. Certain safety work is also included.

Work Completed

The mainline paving work is essentially complete.

Work in Progress

Coral Corporation is installing the guardrail. Other construction work in progress included hauling and placing shoulder aggregates and working on guardrail flare embankments.

Comments

Some construction problems were encountered during the early paving work. However, the final product has a good ride and appearance. Some touch-up work remains to complete the paving.

The contract provided a specified completion date for the project of October 31, 1979. In addition, an intermediate completion date of September 15, 1979 was specified for the paving work.

(continued)

A documentary price agreement was written to accept the paving aggregates on the cold feed and control the liquid asphalt on the metering pump. This was done in an attempt to gain better control over the finished product and obtain faster test results on the aggregate gradation. Section 403.15 of the Special Provisions appears to allow for acceptance of the aggregate on the cold feed for dryer drum plants. Considerable companion testing was performed on the mix to monitor and check the above results. Good correlation was obtained. Tank stickings were also taken. It is recommended the above procedures be reviewed to see if they are applicable on a wider scale.

The Resident Engineer indicated the materials incorporated into the work were in substantial conformance with the specifications.

Construction signing was reviewed and is considered adequate.

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

8-14
ay

8836

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

7-17-79

FEDERAL AID PROJECT NO. F[illegible]0(2)

STATE [illegible]JECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90076

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 23'79
REFER TO
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-31-79	6-27-79	Primary 30 Primary 28

GENERAL LOCATION:

Pendleton - McKay Reservoir Section

GENERAL DESCRIPTION OF WORK:

Bikeway Striping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ xx CONSTRUCTION - PROCEED ON ~~[illegible]~~ ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6-27-79, as requested in Mr. Keasey's letter of 7-5-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $300 Federal Funds $264.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-17-79		for Division Administrator

FORM PR-1240 REV. 6-70 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8886

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

7-6-79

FEDERAL AID PROJECT NO. [illegible]-30(2)
STATE PROJECT NO. See below
COUNTY NAME Umatilla
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.
ITEM NO. 90076

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED 1-31-79
DATE AUTHORIZATION EFFECTIVE 6-27-79
FEDERAL ROUTE NUMBER Primary 30
STATE ROUTE NUMBER Primary 28

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
FOR
Info | Inves | R/D | O/R | | | File

GENERAL LOCATION:
Pendleton - McKay Reservoir Section

7/11

GENERAL DESCRIPTION OF WORK:
Bikeway signing throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~XXXXX AND/OR~~ FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of 6-27-79, as requested in Mr. Keasey's letter of 6-29-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $700 Federal Funds $617.

DATE 7-6-79
SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8181

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 5, 1979

NOTED
H. S. COULTER

Ken Berg

RECEIVED
STATE HWY ENG
JUL 6 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

FROM: M. D. Glenn
Quality Control Engineer

TO: E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz

SUBJECT: FHWA Reviews of Project Records and Documentation and Quality of Highway Construction Survey

Copy 4

The following projects have been selected for reviews of Project Records and Documentation and/or Quality of Highway Construction:

Cont. No.	FAP No.	Section	Resident Engineer	PR&D	QHC
		Region I			
8798	FF-TQF-1(4)	Warren-Scappoose	Barnhart	X	X
8860	IX-24(8)	Ross Isl. Br.-S.E. 50th Ave.	Fillmore	X	X
8519	I-205-7(40)311	S. Banfield Interchange	Shotwell	X	-
		Region II			
8788	HHS-75(2)	Monitor Road Junction	Weber	X	X
8863	F-2-6(3)	Del Rey Beach Access Rd.-Neawanna Cr.	Anderson	X	X
8882	HHS-26(14)	Pine St.-Academy St.	Wolfe	X	-
		Region III			
8654	I-F-5-3(111)137	N. Oakland Int.-Sutherlin Int.	Shull	X	X
8756	F-14(5)	Remote	Morrison	X	X
		Region IV			
8804	F-24(14)	Long Prairie Rd.-Willow Flat Rd.	Meritt	X	X
8934	FR-21-3(4)	Crooked River Hwy.-Frederick Butte Rd.	Robertson	X	X
		Region V			
8886	F-30(2)	Pendleton-McKay Reservoir	Ferguson	X	X
8922	FR-76(2)	Columbia River Hwy.-Hermiston	Ferguson	X	X

The tentative schedule is to review projects in Regions 1 and 2 between July 9 to 19 with projects in Regions 4 and 5 being reviewed the latter part of August and September. The quality of construction survey is to be performed whenever feasible - whenever the actual paving or bridge deck placement is being performed. Therefore, reviews will have to be scheduled to accommodate this requirement. The Resident Engineers will be contacted and requested to keep me informed as to when paving will be underway.

The first two projects scheduled to be reviewed are:

July 5-6	Pendleton-McKay Reservoir
July 10 or 11	Ross Isl. Br.-S.E. 50th

Please notify your Resident Engineers of the upcoming reviews. I will be contacting them and your Region Construction Engineers in order to firm up review dates.

MDG:fr

cc: H. S. Coulter
Glen L. Green
Vincent J. Tabor
William H. Kappus

8886

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-110	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 4-16-79	State Oregon County Umatilla Project No. F-30(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, SCL Pendleton, S 4.55 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-31-79	4.582
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 610,585.00	$ 537,925.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator APR 16 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, March 16, 1979

Federal Aid Project
No. F-30(2)

Pendleton-McKay Reservoir Section
Pendleton-John Day Highway
Umatilla County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 6+00 to Sta. 246+68)

Mobilization		All Required		$ 36,400.00
Temporary Protection and Direction of Traffic		All Required		6,000.00
Temporary Signs	1,084	Sq.Ft.	$ 1.00	1,084.00
Temporary Barricades	6	Each	30.00	180.00
Temporary Delineators	250	Each	4.25	1,062.50
Flagmen	200	Hour	20.00	4,000.00
Removal of Structures and Obstructions		All Required		5,000.00
Embankment In Place	1,530	Cu.Yd.	6.00	9,180.00
Watering	80	M-Gal.	10.00	800.00
Preparation of Shoulders	4.3	Mile	1,800.00	7,740.00
Aggregate Shoulder Material	4,875	Ton	6.00	29,250.00
Class "B" Asphalt Concrete Mixture	21,300	Ton	10.50	223,650.00
Asphalt Cement in Mixture	1,385	Ton	105.00	145,425.00
Asphalt in Tack Coat	22	Ton	150.00	3,300.00
Guard Rail, Type 2A	5,750	Lin.Ft.	6.80	39,100.00
Guard Rail, Type 3	100	Lin.Ft.	15.00	1,500.00
Guard Rail Anchors, Type 1	15	Each	215.00	3,225.00
Guard Rail Anchors, Type 2	5	Each	300.00	1,500.00
Extra for Guard Rail Bridge Connections	4	Each	330.00	1,320.00
Rail End Pieces, Type B	5	Each	75.00	375.00
Rail End Pieces, Type C	15	Each	120.00	1,800.00
Extra for Asphalt Approaches	32	Each	100.00	3,200.00
Delineators	205	Each	15.00	3,075.00
Asphalt Membrane	640	Sq.Yd.	7.00	4,480.00
				$532,646.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	800.00
State Furnished Guardrail (5,950 lin.ft. at $0.12)	All Required	714.00
On the Job Trainees (1 at $800)	All Required	800.00
Transporting Guardrail	All Required	500.00
Stripping Paint from Guard Rail	All Required	500.00
		$ 5,314.00

Subtotal	$537,960.50
Engineering	72,624.50
Total	$610,585.00

Oregon State Highway Division
Salem, Oregon, March 16, 1979

Federal Aid Project
No. F-30(2)

Length of Project	4.558 Mile
Cost of Roadway Per Mile	$133,958.97

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 1,500.00
Roadside Seeding and Mulching	All Required	500.00
Commercial Hookup, Portable Field Lab.	All Required	750.00
Bikeway Signs	All Required	700.00
Bikeway Pavement Marking	All Required	300.00

Federal Funds (88.1%)		$537,925.00
State Funds		72,660.00
	Total	$610,585.00

Group 1	100%
Group 8	00%
Contract No.	8886
Prefix No.	30-1059

Pendleton-McKay Reservoir
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 3,000.00

8886

April 10, 1979

Mr. Fred N. Michael
Eucon Corporation of Idaho
P. O. Box 1323
Lewiston, ID 83501

Dear Mr. Michael:

Thank you for your letter of April 3, 1979, with attached copy of your Certificate of Authority to transact business in Oregon under the name of Eucon Corporation of Idaho.

We will make this name change on Contract No. 8886, Pendleton-McKay Reservoir Section on the Pendleton-John Day Highway in Umatilla County.

As indicated in our recent telephone conversation, we will make the name change on your prequalification application.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:bkr

bc: Steve Macnab (follow-up to our memo to you of 2/22/79)
Jack Sollis
C. T. Keasey
Dick Hacek
Robert Church
W. E. Schwartz
Wm. C. Ferguson

(Copies also in Contract & Preq. statement)

EUCON CORPORATION
P.O. Box 1323 • Lewiston, ID 83501 • 208-743-3511
Offices At Park Place Lewis Clark

April 3, 1979

Mr. Cecil Head
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Head:

We are enclosing a copy of our Certificate of Authority to transact business in Oregon under the name of Eucon Corporation of Idaho.

Very truly yours,

EUCON CORPORATION

Fred N Michael

Fred N. Michael

er/FM

EC

NOTED
C. W. HEAD

RECEIVED
APR - 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

State of Oregon

Department of Commerce
Corporation Division

Certificate of Authority

OF

EUCON CORPORATION

The undersigned, *as Corporation Commissioner of the State of Oregon, hereby ies that duplicate originals of an Application for a Certificate of Authority to transact ess in this State, duly signed and verified pursuant to the provisions of the Oregon ess Corporation Act, have been received in this office and found to conform to law.*

Accordingly, *the undersigned, as such Corporation Commissioner, and by virtue e authority vested in him by law, hereby issues this Certificate of Authority to orporation named above to transact business in this State under the name of*

EUCON CORPORATION OF IDAHO

, and attaches hereto a duplicate original of pplication for such Certificate.

In Testimony Whereof, *I have hereunto set my hand and affixed hereto the seal of the Corporation Division of the Department of Commerce of the State of Oregon this* 29th *day of* March *, 19* 79.

Frank J. Healy
Corporation Commissioner

By Shirley Smith

RANDALL, BENGTSON & COX
LAWYERS
FIRST SECURITY BANK BUILDING
LEWISTON, IDAHO 83501
TELEPHONE 743-4526

RUSSELL S. RANDALL
JOHN H. BENGTSON
STEVE R. COX

MAILING ADDRESS:
P. O. BOX 446

March 12, 1979

3/15- Rec. tel. call from Nellie Fitch saying they sent forms to Eucon and she will notify us when they are registered with Corp. Commr. C.H.

3/30- Rec. tel. call from Shirley of Corp. Office. They are now filed as Eucon Corporation of Idaho. C.H.

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: C. W. Head
Commission Services

Re: Eucon Corporation - Contract No. 8886 -
Pendelton-McKay Reservior Section Project

Dear Mr. Head:

We have been asked to respond to your letter of February 28, 1979, addressed to Eucon Corporation of Lewiston, Idaho. In your said letter you brought to the attention of Eucon Corporation the fact that it is necessary that corporations be properly registered before commencing work on a state highway contract. You also indicated that if Eucon Corporation had not already done so, it should take the necessary steps to register with the Corporation Commissioner of the State of Oregon.

Please be advised that Eucon Corporation has been attempting to qualify to do business in the State of Oregon and become properly registered with the Oregon Corporation Commission.

On January 3, 1979, our office wrote to the Office of the Secretary of State in Salem, Oregon advising that Eucon Corporation, an Idaho corporation, desired to qualify to do business as a foreign corporation in the State of Oregon and requested that the Secretary of State's Office furnish us with the forms necessary for effecting such qualification. In response thereto we received a letter dated January 26, 1979 from the State of Oregon Department of Commerce, Corporation Division, advising that the name "Eucon Corporation" was not available for use in the State of Oregon since it was phonetically the same as the word "Yukon" and several businesses in Oregon commenced with that word.

Thereafter on February 7, we wrote to the Department of Commerce of the State of Oregon, Corporation Division, inquiring as to whether or not it would be satisfactory if Eucon Corporation were to do business in the State of Oregon under either the following names: Eucon Corporation of Idaho; or Idaho-Eucon Corporation. In response to that inquiry we were advised by letter dated February 13, 1979, from the Corporation Division that either of said latter names would be available for use in the State of Oregon.

On March 2, 1979, we wrote to the Corporation Division in Salem advising that Eucon Corporation, an Idaho Corporation, desired to qualify to do business in the State of Oregon as a foreign corporation under the name of style of "Eucon Corporation of Idaho", which latter name we understood was available for use in the State of Oregon. In that letter we asked the Corporation Division to mail to us at its earliest possible convenience, such forms as were necessary in order for Eucon Corporation to qualify to do business in the State of Oregon as a foreign corporation under the name and style of "Eucon Corporation of Idaho". We received no response to our request for the necessary forms and our office phoned the Corporation Office in Salem on Friday, March 9 again requesting that such forms be sent to our office so that Eucon Corporation could be properly registered as a foreign corporation in the State of Oregon. As of the date of this letter we have not as yet received the necessary forms.

As soon as we receive the necessary forms from the Corporation Division of the Department of Commerce of the State of Oregon the application for registration of Eucon Corporation to do business in the State of Oregon under the name and style of "Eucon Corporation of Idaho" will be filed, together with a certificate of assumed name. It is our hope that the Corporation Division of the Oregon Department of Commerce will send us the necessary forms as we have requested.

Very truly yours,

John H Bengtson

JOHN H. BENGTSON

RECEIVED
MAR 15 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JHB:f
cc: Frank J. Healy, Corporation Commissioner
cc: Eucon Corporation

NOTED
C. W. HEAD

DEPARTMENT OF COMMERCE

CORPORATION DIVISION

COMMERCE BUILDING • SALEM, OREGON • 97310 • Phone 378-4166

March 7, 1979

COPY

Eucon Corporation
P. O. Box 1323
Lewiston, ID 83501

Re: Eucon Corporation

Gentlemen:

Our division is responsible for the administration of the Oregon Business Corporation Act and the Assumed Business Name Law.

It has been brought to our attention that you are currently operating under the above name in the Pendleton area and it may well be that you have failed to comply with one or both of the above statutes.

We would appreciate information as to the legal ownership of your business and the name under which it is operating. Your early advice on this would be appreciated.

Very truly yours,

Frank J. Healy
CORPORATION COMMISSIONER

Nellie Fitch
ADMINISTRATIVE ASSISTANT

NF:rw
cc: C. W. Head

NOTED
C. W. HEAD

RECEIVED
MAR 8 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8886

March 15, 1979

Eucon Corporation
P. O. Box 1323
Lewiston, ID 83501

Gentlemen:

We are returning both copies of Contract No. 8886 for paving on the Pendleton-McKay Reservoir Section of the Pendleton-John Day Highway in Umatilla County.

We note that Charles Kiljanczyk has signed as Acting Secretary for your corporation. The President and the Secretary of a corporation are required to sign the contract. Our Chief Counsel has advised us that the signature of the Acting Secretary is not acceptable in lieu of the Secretary's signature without proper authorization. If Mr. Kiljanczyk is authorized to sign the contract in behalf of the corporation, a certified copy of the bylaws or minutes of the corporation showing this authority to sign must be furnished the Transportation Commission.

Please have the Secretary or someone who has proper authorization sign the contract and bond pages of the contract and return both copies to 121 Transportation Building, Salem, OR 97310.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc
C. T. Keasey
Walt Hart
Wendell Schwartz
Wm. C. Ferguson

March 15, 1979

Jack Sollis: no

Is the Acting Secretary's signature in this contract sufficient, or do we have to have a copy of the bylaws or minutes of the corporation authorizing the Acting Secretary to sign in place of the Secretary? YES

JES

3-15-79

8886 i,

8

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 13, 1979

FILE:

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 22, 1979 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 22 on the following projects:

1. Walluski River Bridge
   Nehalem Highway, Clackamas County
   Structure.

   Grading and paving incidental to structure requirement.
   Four foot shoulders provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Rogue Valley Hwy. at Charlotte Ann Rd.
   Rogue Valley Hwy., Jackson County

   Grading and paving.
   Left turn refuge. Three foot shoulders provided.

   Same as No. 1

3. Rogue Valley Hwy at Pine St.
   Rogue Valley Hwy, Jackson County

   Paving and Signals.
   Paving incidental to traffic signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Brogan Hill-Brogan
   John Day Hwy., Malheur County

   Grading and paving.
   Four foot shoulders provided.

   Same as No. 1

5. Lancaster Dr. at Hayesville Dr. N.E.
City Streets, Marion County

Traffic Signals.

Same as No. 3

6. Pine St. N.E. - Academy St. N.E.
Pacific Hwy. East, Marion County

Grading, paving and signals.
Six foot sidewalks with curb custs provided for bicycle and pedestrian traffic.

7. S.E. Morrison Bridge Ramp
Pacific Hwy. East, Multnomah County

Grading, paving, and signals.
Channelization. Project alters traffic patterns. Existing sidewalks to remain or replaced in kind. Curb cuts to be installed for bicycle and pedestrian traffic.

8. S.E. 142nd Ave. Bridge
City Street, Multnomah County

Structures.
Deck replacement.

Same as No. 3

9. Power Line - China Hollow Cr. Rd.
County Road, Sherman County

Grading and oiling.
Ten foot lanes with 2-foot oil and 2-foot gravel shoulders.

Same as No. 1

10. Pendleton-McKay Reservoir
John Day Highway, Umatilla County

Paving.
Overlay and widening. The 5 to 6-foot shoulders on this project will be striped and signed as bike lanes.

11. Cornelius Signal Project
City Streets, Washington County

Traffic Signals.

Same as No. 3.

DES:lt
cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
G. Bell
D. Harwell

8886 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 5, 1979

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project F-30(2)
Pendleton-McKay Reservoir
Pendleton-John Day Highway
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed the above project and concur with the considerations contained in Mr. Christensen's letter of January 23, 1979. Our concurrence is based on the 3R nature of the project and the accident history for this section of highway.

G. K. [illegible]
for G. L. Green

cc:
E. S. Hunter (OSHD)
D. O. Christensen (OSHD)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
FEB - 8 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8886

9

Oregon State Highway Division

Victor Atiyeh
Governor

January 23, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Attention: Glenn K. Hossner

Gentlemen:

Re: Pendleton-McKay Reservoir
Pendleton-John Day Highway
Umatilla County

The primary purpose of the subject project is to extend the service life, restore the pavement section and skid resistance of the pavement with a 3" Class "B" structural overlay. This section is 4.30 miles in length with an A.D.T. as shown in the chart below.

		EXISTING			PROPOSED	
A.D.T.	Miles	Travel Lanes	Paved Shlds.	Rock Shlds.	Travel Lanes	Paved Shlds.
6,900 to 3,600	2.30	2-12'	2'	4'	2-12'	6'
3,600	0.16	Lt. Turn Refuge 3-12'	3'	2'	3-12'	5'
3,600	0.61	2-11'	2'	4'	2-11'	6'
3,600 to 2,550	1.14	Climbing Lane 3-11'	2' Lt. and Rt.	4' Lt. --- 2' Rt.	3-11'	6' Lt. --- 4' Rt.
2,550	0.09	2-11'	4'	2'	2-11'	6'

RECEIVED
TECHNICAL SERVICES
JAN 25 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

We are upgrading the guardrail on this section.

To provide a constant 8 foot wide shoulder throughout this section would require 2 foot wide sliver fills and possibly

Form 81-734-3122

right of way at guardrail flare locations. This project has been justified on a cost-benefit ratio and has been thoroughly reviewed by our Region staff, Traffic Section and Design staff in terms of obtaining the maximum safety benefits and upgrading possible within the limited money available.

We are submitting this letter to you as documentation as requested in your letter of February 16, 1978, entitled "Exceptions to Minimum Design Criteria Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

This project is scheduled for the February 22, 1979, bid letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

WEC:ab
cc: E. S. Hunter, w/attach.
W. E. Schwartz, w/attach.
F. E. Terpin, w/attach.
L. E. George, w/attach.
W. E. Cole, w/attach.

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: W. E. Cole
Design Engineer Supervisor

DATE: August 23, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Pendleton-Pilot Rock Section
M.P. 2.42 to M.P. 6.90
Pendleton-John Day Highway
Umatilla County

We have reviewed the accident data for the above section. For the period of January 1, 1973 to December 31, 1977, there were 39 accidents reported with 34 people injured and one person killed.

The five-year accident rate was 1.38. The 1977 accident rate was 0.87 and a comparable average rate is 1.38 (rural primary non-freeway state highway). After closely reviewing the detailed accident history, we cannot identify specific locations that might require traffic engineering improvements.

L. E. George
Traffic Engineer Supervisor

LEG:ds

REFERRED TO
___ Beard ___ Stoudenmeyer ___
✓ Cole ___ Sample ___
___ Eriksen ___ Watson ___
___ Hager ___ Dorn ___ Lou ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen DOC
___ George
___ Olson
___ Terpin
___ Sullivan
___ Scott
___ Savage

RECEIVED
AUG 24 1978
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
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Action ___

81-125-1387

8886

8

CITY OF PILOT ROCK

P. O. BOX 130 • 144 NORTH ALDER
PILOT ROCK, OREGON 97868
503/443-2811

☐ RE
☐ ROE
☐ RDE

OCT 21 1977
RECEIVED
REGIONAL OFFICE

October 20, 1977

Mr. W. E. Schwartz
Regional Engineer
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon

RE: Map Index No. 518 of Preliminary Six-Year
Highway Improvement Program.

Dear Mr. Schwartz:

This letter is to inform you that the Pilot Rock Planning Commission is in full support of the repaving project on the Pendleton-John Day scheduled for 1979. The City and community expresses its gratitude for being included in the improvement of the main artery between here and Pendleton.

Thank you.

Sincerely,

Duane R. Cole, Jr.

Duane R. Cole, Jr.
City Administrator

DRC jm

cy Cecil Head
Prog. Mgmt

NOTED
C. W. HEAD

1979 Cornelius Signal Projects 8887
on city streets
(Traffic signal installation)

C4a 6643 9-8-78

8887

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

#8887

September 10, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 3
#8887

Gentlemen:

Contract No. 8887 awarded to Hamilton Electric, Inc. for the Cornelius Signal Project on the Tualatin Valley Highway in Washington County was completed on August 29, 1980, and accepted by the State Highway Division on September 4, 1980.

Final payment in the amount of $4,282.60 will be released to the contractor after September 15, 1980. The total contract amount is $85,652.07 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8887

L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

April 18, 1980

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

NOTED
H. S. COULTER

Gentlemen:

Re: Time Extension Request
Cornelius Signal Project
Contract No. 8887

Your request for additional contract time on the above project has been very carefully reviewed. According to project records it does not appear that the project was delayed by the telephone line adjustment or the anchor bolts. Your request for additional time is therefore denied.

Should you wish to submit additional data or to review this matter further, please contact Resident Engineer Rodriguez.

Very truly yours,

C T Keasey

C. T. Keasey
Ass't. State Highway
Engineer

CTK:mk

cc: H. S. Coulter
E. L. Hardt
Enrique Rodriguez
Bob Church

RECEIVED
STATE HWY ENGR
APR 21 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

Form 734-3122

8887

3-27-80

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Cornelius Signal Project
HIGHWAY: Tualatin Valley
COUNTY: Washington

CONTRACT NO. 8887
PREFIX: 34-8256
F. A. NO. State

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	% (+ or -)
	Bid Items	$	90,569.80	87,527.07	-3
	Anticipated Items		5,410.00	(4,000.00) approx.	-26
	Contingencies		4,319.00	0	
	Engineering		9,597.98	9,600.00	0
	Liquidated Damages		0	-1,875.00	
		$	109,896.78	99,252.07	-10

All substantial changes were evaluated and none were found to affect meaningfully the total project cost.

✓ Versteeg ✓
Anderson
cb Christensen copy
Olson
wb Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
MAR 27 1980
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up / /
Action

8887 Cornelius

CORNELIUS SIGNAL PROJECT
CONTRACT NO. 8887

NARRATIVE REPORT

1. LOOP DETECTORS: ON MOST STATE HIGHWAYS, THERE ARE NO PROBLEMS IN LOCATING AND PLACING THE LOOP WIRE, BUT ON THE SIDE STREETS, THE MAIN PROBLEM IS FINDING A STRETCH OF PAVEMENT WHICH IS FREE OF POT HOLES AND WHICH IS THICK ENOUGH FOR A 2" SAW CUT. IF THE SIDE STREET IS AN OIL PENETRATION TYPE OR IF THE EXISTING THICKNESS IS LESS THAN 3", THE CONTRACTOR ENDS UP USING AN EXCESSIVE AMOUNT OF EPOXY AND EVEN THEN, THERE IS NO GUARANTEE THAT THE LOOP WIRE WILL LAST. AFTER A MEGGAR TEST IS RUN, THE CONTRACTOR WILL USUALLY WRITE A LETTER DISCLAIMING ANY RESPONSIBILITY IF THERE IS ANY FUTURE DAMAGE TO THE LOOP WIRES (SEE ATTACHED LETTER).
   THE PROBLEM SHOULD BE RESOLVED BEFORE A CONSTRUCTION-FINANCE AGREEMENT IS SIGNED OR PERHAPS THE CITIES AND COUNTIES SHOULD BE MADE AWARE OF THIS. CERTAINLY, AN INTERSECTION SHOULD NOT HAVE ANY TRAFFIC SIGNALS UNTIL THE PAVEMENT IS CAPABLE OF SUPPORTING THE SAFE INSTALLATION OF LOOP WIRE.

2. PEDESTRIAN SIGNALS: ON THIS PARTICULAR PROJECT, SOME OF THE "DONT WALK" LENSES HAVE BEEN DAMAGED BY THE HEAT FROM THE LAMPS. PROBABLY THE HOUSING IS TOO SMALL AS SOME OF THE LAMPS ARE TOUCHING THE LENSES, OR PERHAPS THE LENSES ARE OF AN INFERIOR QUALITY. INCIDENTLY, SAFETRAN SUPPLIED THE PEDESTRIAN SIGNALS AND THEY RECOMMEND A 115 WATT LAMP WHEREAS OUR SPECS CALL FOR 150 WATTS.

   ANY REASON WHY THE VISORS CAN NOT BE SHORTER AND TAPERED?
   WE STILL NEED DETAILS FOR MOUNTING PEDESTRIAN PUSH BUTTONS AND INSTRUCTION SIGNS, ESPECIALLY IF WE CALL FOR TWO SIGNS ON A 4" PIPE STANDARD.

3. TRAFFIC CONTROL: THERE WERE NO PROBLEMS WITH THE TRAFFIC ON THIS PARTICULAR PROJECT. WITH TWO LANES OF ONE-WAY TRAFFIC, IT IS EASY TO SHIFT THE WORK LANES WITHOUT DISRUPTING THE NORMAL FLOW OF TRAFFIC.

REFERRED TO
Beard
Staudenmeyer
Cole
Sample
Eriksen
Watson
Hager
Dorn
Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
During
Action

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

October 31, 1979

Enrique Rodriquez, Resident Engineer
Oregon State Highway Division
10550 S.W. Allen Blvd., Suite 213
Beaverton, Oregon 97005

RE: OSHD Contract #8887 Cornelius

This is to advise that we will be unable to provide a warranty on the loops that are installed on the north side of 19th Street at Adair. This is because pavement is broken up too badly to insure that the loops will stay intact. The loops in question are numbers 5, 6, and 7.

Very truly yours,

Emerson Hamilton

EH:ajc

RECEIVED
NOV [illegible] - 1979
NOTED Res. Br. Engineer

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

8887 2

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CORNELIUS SIGNAL PROJECT

WEEK ENDING: FINAL WEEKLY REPORT MARCH 15, 1980

SECTION PREFIX: 34-8256

HIGHWAY: TUALATINVALLEY

COUNTY: WASHINGTON

NAME OF JOB: CORNELIUS SIGNAL PROJECT

KIND OF WORK: TRAFFIC SIGNALS

CONTRACTOR: HAMILTON ELECTRIC, INC.

CONTRACT NUMBER: 8887

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MARCH 6, 1979

DATE WORK STARTED: MARCH 17, 1979

COMPLETION DATE: DECEMBER 4, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 220

WORK DAYS USED:

CALENDAR DAYS USED: 245

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 111

PROJECT AUTHORIZATION: $109,896.87

EXCLUSIVE OF ENGINEERING: $100,298.89

ENGINEERING AUTHORIZATION: $9,597.96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $100,298.89

ENGINEERING COST TO DATE: $7,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN .... 0 %

PERCENT OF AUTHORIZATION .... 73 %

DATE PROJECT WAS COMPLETED: DECEMBER 4, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	TRAFFIC SIGNALS						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 09	OVERCAST	0	0	
MONDAY 10	SHOWERS	0	0	
TUESDAY 11	SHOWERS	0	0	
WEDNESDAY 12	RAIN	0	0	
THURSDAY 13	RAIN	0	0	
FRIDAY 14	SHOWERS	0	0	
SATURDAY 15		0	0	

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glen
RECEIVED
MAR 19 1980
CONSTRUCTION BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

09 SUNDAY	NO ACTIVITY.
10 MONDAY	NO ACTIVITY ALL WEEK.
11 TUESDAY	
12 WEDNESDAY	
13 THURSDAY	
14 FRIDAY	
15 SATURDAY	

REMARKS

STATUS TO DATE: PROJECT COMPLETE EXCEPT FOR MINOR CLEAN-UP OF JOB SITE.
SEMI-FINAL TO BE SUBMITTED MARCH 19, 1980.

NEXT WEEK: MINOR CLEAN UP OF JOB SITE.

SIGNED E. Rodriguez LOCATION BEAVERTON
E. RODRIGUEZ

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F210

8887

2

Emanuel Lutheran Church

S. 11TH & BEECH
CORNELIUS, OREGON, 97113
P.O. Box 505

PARSONAGE: 1079 S. GINGER

PHONE: FOREST GROVE 357-3377

January 30, 1980

H. S. Coulter, State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter,

Copy
TRA 1-5-9
Cornelius

First, may I thank you for your letter of January 11. I appreciated, also, the conversation with Mr. David Weaver earlier.

Residents in Cornelius, myself included, have found the signal lights a tremendous help. They have also been advantageous to the traffic between Cornelius and Forest Grove.

I confess that I have not found a sign to Cornelius coming from the South, Newberg way, at First and Oak in Hillsboro. Perhaps it is not put up yet. The sign at First and Baseline would be most helpful if a sign on Sunset Hwy. directed travelers from the North Plains-Hillsboro Exit.

People trying to find Cornelius from Portland still turn off at the Cornelius Pass-Hillsboro Exit and wind up in St.Helens. The "Cornelius Pass" designation is what throws the visitor who is unfamiliar with the area. Either the sign should say St.Helens, or another sign to the City of Cornelius should be indicated. I spoke of this to Mr. Weaver. We have had furniture from Portland wind up at St.Helens.

Unfortunately Rand McNally Map Co. has not included Cornelius on its Oregon map to which most travelers have access. I wrote them in December of 1978 about this, and they promised a change as early as possible, as their 1979 map had been put to press. I trust our name will be on their next map. Your letter to them would help immensely. For that of course is the problem. Cornelius is simply not visible via maps or signs.

Mr. Weaver mentioned that there was not a good place to include a sign to Cornelius from the West, unless there would be many signs. I do think a sign at the intersection of Rts. 47 & 8 (the 47 bypass) indicating Cornelius 1 or 2 miles would be apropos, as there is a sign within the Cornelius City limits indicating, for example, Forest Grove 2 miles.

Again, thank you for listening and responding.

Sincerely,

William H. Bash

William H. Bash

(Letter to David Weaver)

RECEIVED
STATE HWY ENGR

FEB 1'80

2-4

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/3	Sign	Act	File
					X	

January 11, 1980 TRA

Reverend William H. Bash
P. O. Box 505
Cornelius, OR 97113

copy
TRA 7-5-9
Cornelius

Dear Reverend Bash:

I understand the Region Traffic Engineer has discussed the scheduling of contracted and state-installed signals with you as well as the signing and contracting restrictions placed upon the Highway Division.

As was discussed, the destination "CORNELIUS" has been added to direct traffic coming from the south at First and Oak Streets and at First and Baseline Streets in Hillsboro.

Thank you for your interest in highway safety. If you have any further questions, please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

DRW:mdd jh
bc: E. L. Hardt
C. O. Fredrickson
L. E. George

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

October 25, 1979

[illegible]

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: TRAFFIC MATTERS
CITY OF CORNELIUS

TO: CHUCK FREDRICKSON
Region 2 Engineer

William H. Bash, pastor in Cornelius, has been corresponding with Scott Coulter regarding the alleged lack of signing for the community of Cornelius on the state highway system. Attached you will find copies of letters from him dated August 10 and October 5, and a copy of Scott's reply to his first letter. Mr. Bash's second letter dated October 5 has been referred to us for a rough draft for Scott's consideration.

His point is that there is no directional signing for Cornelius coming from the west, south, or north. Region Traffic Engineer Ron Failmezger has reviewed the Cornelius signing from those directions and has found that Mr. Bash is correct --- there is no signing in the Forest Grove area or from the Hillsboro-Silverton Highway that indicates where Cornelius is. We do have signing coming from the north in Hillsboro that directs traffic onto the TV Highway for Cornelius.

At First and Oak Streets, and at First and Baseline in Hillsboro, we will add the destination CORNELIUS to indicate to traffic coming from the south that they should turn to the left onto the TV Highway in order to find Cornelius. Coming from the west, in the Forest Grove area, lies in your Region so we'll leave the decision as to what you want to do about Cornelius signing to you. Ron has taken a series of photographs in the Forest Grove area which I have included for your information. I'll leave the preparation of the draft for Scott in your hands and you can put in it that we will upgrade the signing in Hillsboro from the Hillsboro-Silverton Highway to indicate the direction to Cornelius.

ELH/cr
Attachments
cc H. S. Coulter
Bill Geibel

RECEIVED
STATE HWY ENGR.
OCT 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Emanuel Lutheran Church

S. 11TH & BEECH
CORNELIUS, OREGON, 97113
P.O. Box 505

PARSONAGE: 1079 S. GINGER
PHONE: FOREST GROVE 357-3377

October 5, 1979

Mr. H. S. Coulter, State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter,

Thank you very much for your letter dated September 11, in regards to my inquiries of August 10th,

I appreciate the information regarding the 220 days for Hamilton Electric Inc. to install the signal lights here in Cornelius. I'm sure they will alleviate the congestion. I do admit to protesting the fact that they are permitted to use primarily the last 15 days in which to install them while the lives of people are in jeopardy. I think this too atrocious and sad at the same time.

I do sincerely hope better visible signs can be given to direct people to the City of Cornelius. Not only are there no signs from Route 26, (the Sunset Highway), there are no signs for people coming from the west, south, or north. I'll admit too many direction signs can be as bad as none at all. (And a case in point are the number pointing out Portland, to which no one can escape and very few need.) I think you should look again. Nothing coming off Sunset Highway and none from the west is zero visibility to my understanding.

Sincerely,

William H. Bash

William H. Bash, pastor
P.O. Box 505
Cornelius, Oregon 97113

RECEIVED
STATE HWY ENGR
OCT 12'79
REFER TO
FOR

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WHB/jh

cc: Governor Victor Atiyeh
Senator Tom Hartung
Representative Mark Gardner
Mayor, City of Cornelius
Cornelius Booster Club

8887

suggested - draft

2

November 16, 1979

FOR THE GOVERNOR'S CONSIDERATION

Your recent letter brought to my attention comments involving the signal installations in Cornelius that are now under contract.

I understand that the Department of Transportation has also responded to your letter explaining the events that occurred.

Your interest that was shown by contacting my office is appreciated. Thank you for taking the time to write to me.

Sincerely,

Victor Atiyeh
Governor

LEG:ds

11/19 orig to Bonnem

RECEIVED
STATE HWY ENGR
NOV 15 '79
REFER TO
FOR
Info
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R/D ✓
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H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 11, 1979

Governor Victor Atiyeh
State Capitol Building
Salem, Oregon 97310

Senator Tom Hartung
13975 N.W. Burton Rd.
Portland, Oregon 97229

Representative Mark Gardner
408 E. Baseline
Hillsboro, Oregon 97123

Dear Sirs:

We the citizens of Cornelius have been done a grave injustice by our State Department of Transportation. The stopping of the installation of signal lights in Cornelius to favor the installation of signals for the Fred Meyer Corporation and the City of Beaverton for the new store operation in Beaverton is repulsive to us.

Cornelius has a very real traffic problem that has gone on far too long. The dangers increase each day as more cars crowd our streets. By action of the Beaverton City Council the Fred Meyer Store cannot open until signals are installed. Thus traffic problems will not occur- even if their opening is delayed a brief time. Why should the opening of a store have priority over the safety of the citizens of an incorporated city?

We have been wronged politically-for apparently the Fred Meyer Corp. with its financial holdings is, in your sight, more inportant than the city of Cornelius with its 4,000 citizens and the 20,000 motorists who use the highway through its city limits. Is safety related to economic or political power?

We have been wronged economically- for you have said by your action that the Fred Meyer Corp. pours more into Oregon coffers than the citizens of Cornelius. This in spite of the fact that $30,000 for the signal lights have been paid in advance. You take your obligation to your citizens lightly.

We have been wronged morally- for your action means that the lives of the citizens of our community are not worthy of protection and in fact must continue to take the chances in driving or walking their streets. Some 40 accidents, a number of them with injuries, have occured just since the signing of the contract to install signals by the State Highway Department. Delay can lead to further damage and injuries.

And we have been misled-by-you-for our lights were to have been installed by October 18th. You have made no effort to explain your ineffectiveness to the City of Cornelius and its citizens until the recent action. And we seriously question these reasons.

I believe you should take immediate action and install our signal lights now!

Respectfully,

NAME: Earl L. Fort

ADDRESS: 377 So Tanglewood St.

HSC only

Cornelius, Oregon 97113

Several months ago you said no worry it would be done within the time allotted? Well why isn't the work done? Is Fred Meyer money talking

STATE OF OREGON
OFFICE OF THE GOVERNOR

OMBUDSMAN INFORMATION SHEET

STATE CAPITOL
SALEM, OREGON, 97310

CASE NO.

AGENCY: Highway Division - Dept. of Transportation.

DATE OF INQUIRY: November 8, 1979

TAKEN BY: Jackie Winters

ASSIGNED TO: H. S. Coulter

NAME OF INQUIRER: William H. Bash

☒ WRITTEN ☐ PHONE CALL

ADDRESS: P. O. Box 505

☐ VISIT

CITY: Cornelius, OR 97113

PHONE: RESIDENCE BUSINESS

☒ COMPLAINT ☐ SERVICE ☐ NO JURISDICTION

☐ INFORMATION ☐ REFERRED ☐ NO JURISDICTION BUT ASSISTANCE PROVIDED

SUBSTANCE OF INQUIRY OR COMPLAINT

Mr. Bash feels the city of Cornelius has been unjustly treated do to the fact that the community had passed bonds and made arrangements to have signal lights put up, and that the state highway crew was pulled off of this job in order to complete work at Fred Meyer Corporation in Beaverton. The community was promised that the lights would be installed by October 18th

(See Letters attached) - Mailed to State Highway Div. 11-19-79

☐ INVESTIGATE & ACKNOWLEDGE STATING OMBUDSMAN REFERRED INQUIRY TO YOU. SEND COPY TO THIS OFFICE.

☒ DRAFT REPLY SUITABLE FOR ~~OMBUDSMAN'S~~ Governor's SIGNATURE., and return to Ombudsman's office.

☐ INVESTIGATE & FURNISH THIS OFFICE WITH NECESSARY INFORMATION TO RESPOND TO INQUIRY.

☐ FOR YOUR INFORMATION.

COMMENTS & RECOMMENDATIONS

11/20
orig to
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RECEIVED
STATE HWY ENGR
NOV 20 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOV 13 1979

November 8,1979

Denny Miles, Assistant to beGovernor
State Capitol Building
Salem, Oregon 97310

COMMUNICATIONS
NOV 9 1979
Governor's Office
State of Oregon

Dear Mr. Miles,

The enclosed letter is being circultate among our people here [illegible] Cornelius by the local Booster Club. The letter, I believe, is self-explanatory.

We do think Governor Victor Atkjeh should be made aware of the injustice to our community by the State Hihway Department of Transportation in pulling the workdrs off the installation job here in Cornelius to complete work at the Fred Meyer Corporation inthe City of Beaverton.

We feel we need our signal lights. We passed the bonds. We made the arrangement. We were promised to have them by October 18th. And, of course, this is much later.

We feel wehave put up with the ineffectiveness of the Department long enough and the Governor should check what is happening.

In fact, there are those who feel that we should be recompensed with interest of the money paid and not used.

We do feel bat those lihhts should be in immediately.

Respectfully,

William H. Bash
William H. Bash
P.O. Box 505
Cornelius, Oregon

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijeh
State Capitol Building
Salem, Oregon 97310

Senator Tom Hartung
13975 N.W. Burton Rd.
Portland, Oregon 97229

Representative Mark Gardner
408 E. Baseline
Hillsboro, Oregon 97123

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We have been wronged politically-for apparently the Fred Meyer Corp. with its financial holdings is, in your sight, more inportant than the city of Cornelius with its 4,000 citizens and the 20,000 motorists who use the highway through its city limits. Is safety related to economic or political power?

We have been wronged economically- for you have said by your action that the Fred Meyer Corp. pours more into Oregon coffers than the citizens of Cornelius. This in spite of the fact that $30,000 for the signal lights have been paid in advance. You take your obligation to your citizens lightly.

We have been wronged morally- for your action means that the lives of the citizens of our community are not worthy of protection and in fact must continue to take the chances in driving or walking their streets. Some 40 accidents, a number of them with injuries, have occured just since the signing of the contract to install signals by the State Highway Department. Delay can lead to further damage and injuries.

And we have been misled-by-you-for our lights were to have been installed by October 18th. You have made no effort to explain your ineffectiveness to the City of Cornelius and its citizens until the recent action. And we seriously question these reasons.

I believe you should take immediate action and install our signal lights now!

Respectfully,

NAME: William H. Bash

ADDRESS: Rt Bx 505

Cornelius, Oregon 97113

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijch
State Capitol Building
Salem, Oregon 97310

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Respectfully,

NAME: Joanna Miller

ADDRESS: 2559 S. Lee Ct.

Cornelius, Oregon 97113

RECEIVED
STATE HWY ENG.
NOV 21 '79
REFER TO
FOR

Info	Answ	R/C	D/S	Sign	Act	File

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijeh
State Capitol Building
Salem, Oregon 97310

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13975 N.W. Burton Rd.
Portland, Oregon 97229

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Respectfully,

NAME: Burl C. Casebeer
ADDRESS: 198 S. FOURTH
Cornelius, Oregon 97113

(MEMBER OF
INTERNATIONAL BROTHERHOOD
OF ELECTRICIANS,
LOCAL #48

RECEIVED
STATE HWY ENG.
NOV 9'79
REFER TO
George
FOR

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HSC only

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijeh
State Capitol Building
Salem, Oregon 97310

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Portland, Oregon 97229

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I believe you should take immediate action and install our signal lights now!

Respectfully,

NAME: Walter Davis

ADDRESS: 346 N. 17th

Cornelius, Oregon 97113

RECEIVED
STATE HWY ENG
NOV 13 '79
REFER TO
FOR

11/13

H SC
only

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijeh
State Capitol Building
Salem, Oregon 97310

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Portland, Oregon 97229

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Respectfully,

NAME: Ruth Holmer.

ADDRESS: **570 N. 10th Ave. Sp. 95**

Cornelius, Oregon 97113

HSC only

11/16

RECEIVED
STATE HWY ENGR
NOV 16 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijeh
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Salem, Oregon 97310

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Portland, Oregon 97229

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Respectfully,

NAME: Georgia H. Savage

ADDRESS: **500 N. 13th Ave.**

Cornelius, Oregon 97113

RECEIVED
STATE HWY ENGR
NOV 16 '79
REFER TO
FOR
Info Inves S/O O/R Sign Act

HSC only

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijeh
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Respectfully,

NAME: Mrs L.B. Ophim
ADDRESS: PO Box 61 - 1660 N. Barlow
Cornelius, Oregon 97113

RECEIVED
STATE HWY ENGR
NOV 16 '79
REFER TO George
FOR

11/16

HSC only

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijeh
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Cornelius has a very real traffic problem that has gone on far too long. The dangers increase each day as more cars crowd our streets. By action of the Beaverton City Council the Fred Meyer Store cannot open until signals are installed. Thus traffic problems will not occur- even if their opening is delayed a brief time. Why should the opening of a store have priority over the safety of the citizens of an incorporated city?

We have been wronged politically-for apparently the Fred Meyer Corp. with its financial holdings is, in your sight, more inportant than the city of Cornelius with its 4,000 citizens and the 20,000 motorists who use the highway through its city limits. Is safety related to economic or political power?

We have been wronged economically- for you have said by your action that the Fred Meyer Corp. pours more into Oregon coffers than the citizens of Cornelius. This in spite of the fact that $30,000 for the signal lights have been paid in advance. You take your obligation to your citizens lightly.

We have been wronged morally- for your action means that the lives of the citizens of our community are not worthy of protection and in fact must continue to take the chances in driving or walking their streets. Some 40 accidents, a number of them with injuries, have occured just since the signing of the contract to install signals by the State Highway Department. Delay can lead to further damage and injuries.

And we have been misled-by-you-for our lights were to have been installed by October 18th. You have made no effort to explain your ineffectiveness to the City of Cornelius and its citizens until the recent action. And we seriously question these reasons.

I believe you should take immediate action and install our signal lights now!

Respectfully,

NAME: Marilyn Emery

ADDRESS: 1519 N. Adair

Cornelius, Oregon 97113

HSC only

RECEIVED
STATE HWY ENGR

NOV 13 '79

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File
		✓				

PLEASE RETURN
ORIGINAL LETTER

4995

Please prepare a response
for the Governor's signature
by 11-21-79
Thank you.

RECEIVED
NOV 9 1979
Governor's Office

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atiyeh
State Capitol Building
Salem, Oregon 97310

Senator Tom Hartung
13975 N.W. Burton Rd.
Portland, Oregon 97229

Representative Mark Gardner
408 E. Baseline
Hillsboro, Oregon 97123

Dear Sirs:

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I believe you should take immediate action and install our signal lights now!

Respectfully,

NAME: Jack Buchanan

ADDRESS: PO Box 509 (1429 N Alder St)

Cornelius, Oregon 97113

Gov. only

RECEIVED
DOT DIRECTOR
NOV 13 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-26

5038 DOT

PLEASE RETURN ORIGINAL LETTER

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atijeh
State Capitol Building
Salem, Oregon 97310

Senator Tom Hartung
13975 N.W. Burton Rd.
Portland, Oregon 97229

Representative Mark Gardner
408 E. Baseline
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I believe you should take immediate action and install our signal lights now!

Respectfully,

NAME:

ADDRESS: 1601 S. Dogwood

Cornelius, Oregon 97113

RECEIVED
DOT DIRECTOR
NOV 15 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5054

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atiyeh
State Capitol Building
Salem, Oregon 97310

Senator Tom Hartung
13975 N.W. Burton Rd.
Portland, Oregon 97229

Representative Mark Gardner
408 E. Baseline
Hillsboro, Oregon 97123

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I believe you should take immediate action and install our signal lights now!

Respectfully,

NAME: Gail & Judy Hering

ADDRESS: Rt 4 Box 296

Cornelius, Oregon 97113

HSC + [illegible]

RECEIVED
STATE HWY ENGR
[illegible] 1[illegible] '79
REFER TO
FOR

RECEIVED
STATE HWY ENGR

NOV 15 '79

REFER TO

FOR

5046

H. S. Coulter, State Hwy Engineer
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

November 7, 1979

Governor Victor Atiyeh
State Capitol Building
Salem, Oregon 97310

Senator Tom Hartung
13975 N.W. Burton Rd.
Portland, Oregon 97229

Representative Mark Gardner
408 E. Baseline
Hillsboro, Oregon 97123

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I believe you should take immediate action and install our signal lights now!

Respectfully,

NAME:

ADDRESS: Rt. 3 Box 338 B

Lorraine Varoudenkauged

Cornelius, Oregon 97113

It might interest you to know that we detour to the school to use the button to stop traffic in order to have enough time to get our pick-up & trailer across the highway safely when we are hauling our beef to market.

#8887

2

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: November 15, 1979

FROM: EDWARD L. HARDT ORIGINAL SIGNED BY EDWARD L. HARDT
Region Engineer

NOTED
H. S. COULTER

SUBJECT: CITY OF CORNELIUS
TRAFFIC SIGNAL PROJECT

I called Steve Goodrich, City Manager of the City of Cornelius, this morning and brought him up to date on the current status and activities of the Cornelius traffic signal project. I told him the contractor had resumed work on Tuesday, the 13th, according to the superintendent and that their intentions were to stay in Cornelius and finish the project. I got that word both from the local superintendent and the head office in Eugene.

The local superintendent, Dean Personett, phone 226-7888, mobile 262, told me there may be a problem with availability of materials for the project. He said the orders from the factory had been delayed and had been sent in two shipments by air express, but he wasn't sure they had all the pieces, as of this date. I told him that in the event he ran out of materials before he pulled off the job to let me know so that I could inform people in Salem and the people in Cornelius what the delay was all about. I told Mr. Goodrich that if the contractor did run short of materials that we would, if possible, loan him what he needed out of our stock, or would see if he could borrow from his stock from another project in order to stay on the Cornelius job and finish it as soon as possible. I'd like Hank Rodriguez to stay on top of the material status for the project and do whatever he can in order to keep the contractor working there.

In response to my request, Mr. Goodrich said that if there were any further problems on the project he would give me a call and give us an opportunity to work out the problem before he went further with it.

ELH/cr
cc F. B. Klaboe
H. S. Coulter
Hank Rodriguez

RECEIVED
STATE HWY ENGR
NOV 16 '79
REFER TO
FOR

8887

Held up on Pedestrian Po[illegible] —
proceeding with work anyway
as rapidly as possible —

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

646-9491

NOTED
H. S. COULTER

11/14

November 8, 1979

→ 10th & Baseline —
Pedestrian Signals

Contractor will stay
on job until finished
2 to 3 wks — assuming
all parts arrive —

Manager couldn't find him late
this PM
but he

The Honorable Ben Inscore
Mayor, City of Cornelius
PO Box 607
Cornelius, OR 97113

Dear Mayor Inscore:

I am informed by the Department of Transportation that the signal installation crew will be back in Cornelius working on your signals by Monday, November 12.

The length of time it takes to get traffic signals installed is frustrating to all of us. The Department of Transportation is working on streamlining procedures to get the work done faster. However, with this type of work accelerating all over the country, as it is in Oregon, the shortage of materials and expert installers are obstacles that must be overcome.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Fred Klaboe

call
Jim Russell
5690
done 11/14
city mgr.

#8887

NOTED
H. S. COULTER

TO	
DATE	11-2
TIME	2:50

WHILE YOU WERE OUT

John Sears CALLED

OF Channel 12

PHONE 222-9921

John Sears. - Chan. 12
222-9921

Mayor of Cornelius

Says 2 reasons given why contractor pulled from job:

① To go to FM - Beaverton Signalization project

② There is a piece of equipment that needs testing that has not been completed.

Returned call
HSC
11/2

Contractor pulled off Cornelius 22nd or 23rd of Oct. —

1 wk from today —

Control equip this week. —

8887

L

September 11, 1979

Reverend William H. Bash
Emanuel Lutheran Church
S. 11th & Beech
Cornelius, OR 97113

Copy.
TRA 7-5-9
Cornelius

Dear Reverend Bash:

This is in response to your August 10 letter regarding the installation of traffic signals and directional signing to Cornelius.

A contract was awarded March 6, 1979, for the installation of the signals which you mentioned. The contractor, Hamilton Electric, Inc., has 220 calendar days to complete the work. This time will run out October 18, at which time the signals should be operational. This project should do much to alleviate the problems about which you are concerned.

At the request of City Manager Steve Goodrich, we have studied the highway signing for Cornelius. Our policy is to sign to a city from the nearest state highway. Too much signing is as bad as none at all, and we have to be restrictive in the number of signs that we place. Directional signing for Cornelius has been placed in Hillsboro, which should be sufficient. The visibility of this signing is being checked.

Thank you for your interest in highway safety.

Sincerely,

H. S. Coulter
State Highway Engineer

ELH:cr HSC:la

bc E. L. Hardt
L. E. George

Emanuel Lutheran Church

S. 11TH & BEECH
CORNELIUS, OREGON, 97113

PARSONAGE: 1079 S. GINGER

PHONE: FOREST GROVE 357-3377

RECEIVED
STATE HWY ENGR
AUG 20 '79
REFER TO
[illegible]
FOR
☐ Info
☐ Inves
☒ R/D
☐ D/R
☐ Sign
☐ Act
☐ File

August 10, 1979

Oregon State Highway Commissioner
Oregon State Highway Building
Salem, Oregon 97310

Dear Sir:

I am a resident of the fair city of Cornelius in the State of Oregon. I am also one who values my life and the lives of those living in my area. And, naturally, as a resident of Oregon, I have been involved in paying my taxes which I have reason to believe are gladly received.

It was May, 1978 that our city approved a bond levy to purchase and install stop lights within our city limits. They have not been installed to this date. The city tells me that they have been paid for. These lights are to be placed at strategic points on the main street, (TV Highway, Rt. 8), which bisects our city. I understand that it is the state which either installs the lights or lets out contracts for the work. It is extremely difficult to get on the highway from side city streets most any time of the day, and of course, worse at peak traffic times. The flow of traffic not only moves quickly but is great and continues to grow. To cross the street by foot, which many of our elderly and young attempt to do, is another story.

As a resident of the City of Cornelius and a taxpayer of our good State I am not alone in the above feelings. I think you owe us an answer in regards to the slowness of your staff to respond to our needs. I am aware there are other needs in other places, but as our city and area grows a great number of lives are pressured into bad driving habits and foot crossing chances by your slowness or ineptness.

The fact that no one has been killed is not an excuse for delay. I value my life and the lives of others before that fact, not after.

As I value my life, I also have a desire to be "found" by those who would wish to come to Cornelius for business or visits. The only signs presently indicating where Cornelius is located are to be found at an inter-section in Hillsboro at 10th and Baseline, (almost unreadible as one rounds the corner,) and the other at the west city limits of Hillsboro. There are no signs from the west. I have had people, unfamiliar with the area driving over Cornelius Pass and lost in St.Helens, others just give up in disgust. There is no need for that.

There are two solutions, neither too difficult. The first is to add the name Cornelius with Hillsboro as the arrow indicates at the Hillsboro-Cornelius Pass Exit sign on Sunset Highway (Rt. 26), that would be minimum. The other would be to add Cornelius to the Hillsboro-North Plains Exit sign.

Emanuel Lutheran Church

S. 11TH & BEECH
CORNELIUS, OREGON, 97113

PARSONAGE: 1079 S. GINGER

PHONE: FOREST GROVE 357-3377

Just two more small signs beyond that point could direct people to Cornelius: either, (1) at Zion Church Road and Susbauer Road with truck traffic limited to proper roads; or, (2) on Glencoe on into Hillsboro and at 1st and Basline in Hillsboro.

Sincerely, One who cares,

William H. Bash

William H. Bash, pastor

cc: Governor Victor Atijeh
Senator Tom Hartung
Representative Mark Gardner
Mayor, City of Cornelius
Cornelius Boosters Club

WHB/jh

RECEIVED
AUG 20 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8887

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 28, 1979 Telephone 238-8250

STEVE GOODRICH
City Manager
City of Cornelius
P. O. Box 607
Cornelius, OR 97113

Subject: Installment Payment
Three Traffic Signals
City of Cornelius — C&A 6643
Contract 8887

Steve:

As set forth in the City/State Agreement covering installation of traffic signals on 10th @ Adair, 10 @ Baseline, and 19th @ Adair; the City of Cornelius is to submit it's share of the total cost of the project in three installments. The first installment (35% of the total estimated cost) was submitted on March 6, 1978, and the second similar installment will be due July 6, 1979. If you will submit the city's check in the amount of $30,992,50, I will see that it is forwarded to our Accounting Section for credit, or if it would be more convenient, you may submit the city's check directly to the Highway Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310. All checks should be made payable to the Oregon State Highway Division.

If you have any questions on this, please call.

Jon Rose
JON R. ROSE
Federal Aid Specialist

JRR:sb

cc: Region I
Buz Swan

H

Form 734-3122

8887

February 22, 1979

City of Cornelius
City Hall
Cornelius, Oregon 97113

Attn: Stephen C. Goodrich
City Manager

Gentlemen:

On February 22, 1979 a satisfactory bid was received from Hamilton Electric, Inc., 234 W. Fifth Ave., Eugene, Oregon 97401 for installation of traffic signals on Adair Street at 10th and 19th Avenues, Baseline St. at 10th Ave. The advance deposit based on the anticipated construction cost of their bid is as follows:

	CITY	STATE
Bid Item	$75,182.99	$15,386.81
Railroad Protective Costs	996.00	204.00
Permanent Pavement Striping	1,867.50	382.50
Signal Controller Testing	1,626.80	333.20
4½% Contingencies	3,585.30	733.79
(10%) Construction Engineering	7,967.33	1,630.65
SUBTOTAL	$91,225.92	$18,670.95
Preliminary Engineering	6,500.00	
City's Advance Deposit 9-12-78	-9,166.00	
ESTIMATED TOTAL COST	$88,559.92	$18,670.95
City's Advance Deposit	$88,550.00	

City shall, following the opening of bids and prior to contract award, deposit with State a sum of money equal to 35 percent of City's agreed share of the estimated total cost of the project. Four (4) months following the initial deposit, City shall make a second deposit of 35 percent of its agreed share, and three (3) months following the second deposit, City shall make a final deposit equal to the remaining 30 percent of City's agreed share of the estimated cost for construction of the project.

3-6-79
AD 539 - 30,992.50
Cont. Awarded.
notified Jan Rose.
(OK to file)

M Pp

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 16, 1979.

Please make your check for $30,992.50, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald Wimer
Local Government Manager

FH:pf

bcc w/AD # 593: Region H Federal Aid Specialist
Vern Skoog - Please return completed AD # 593 when check is received.

```
ASH CNTY-TEST MAT              CONT NO          FA PROJ NOS
                                  034     8245      594      00                 428.82CR        4
                                  034     8245      900      00                  70.70       1,9
                                  034     8245      926      00                  30.00
                                                 ** JOB TOTALS **               328.12CR**   1,
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1-79

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ORNELIUS 3 TRAF SIG            CONT NO          FA PROJ NOS
                                  034     8246      199      00
                                  034     8246      199      10
                                  034     8246      594      00               2,364.66CR     4,1
                                  034     8246      900      00                   3.25
                                  034     8246      901      00                              3,2
                                  034     8246      905      00                 185.16
                                  034     8246      911      00               1,197.68       4,0
                                  034     8246      914      00                 216.35
                                  034     8246      921      00                 861.90
                                  034     8246      922      00
                                                 ** JOB TOTALS **                99.68  **   5,6

                               CONT NO          FA PROJ NOS
                                  034     8248      199      00
                                  034     8248      905      00                  64.56
                                  034     8248      911      00
                                                 ** JOB TOTALS **                64.56  **   1,

                               CONT NO          FA PROJ NOS
                                  034     8249      199      00
                                  034     8249      905      00                  62.77
                                  034     8249      911      00                 684.02       1,
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AL TO DATE JOB COST SUMMARY                                                           JANUARY
                                                                                          FIS
CRIPTION OF JOB OR DEPARTMENT         PREFIX         FUNCTION   GR  CURRENT MONTH      YEAR T
                                                 ** JOB TOTALS **               746.79  **   1
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   CONT NO            FA PROJ NOS                                                    
        034    8245       594       00                 428.82CR            428.82CR            428.82CR
        034    8245       900       00                  70.70            1,952.91            1,952.91
        034    8245       926       00                  30.00               30.00               30.00
                         ** JOB TOTALS **              328.12CR**          1,554.09   **       1,554.09
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1-79

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   CONT NO            FA PROJ NOS
        034    8246       199       00                                      54.61               54.61
        034    8246       199       10                                      32.34               32.34
        034    8246       594       00               2,364.66CR          4,165.12CR          4,165.12CR
        034    8246       900       00                   3.25               356.53              356.53
        034    8246       901       00                                   3,209.29            3,209.29
        034    8246       905       00                 195.16               254.70              254.70
        034    8246       911       00               1,197.68            4,733.96            4,733.96
        034    8246       914       00                 216.35               332.49              332.49
        034    8246       921       00                 861.90               861.90              861.90
        034    8246       922       00                                       9.06                9.06
                         ** JOB TOTALS **               99.68   **       5,679.76   **       5,679.76

   CONT NO            FA PROJ NOS
        034    8248       199       00                                      56.32               56.32
        034    8248       905       00                  64.56                64.56               64.56
        034    8248       911       00                                     985.40              985.40
                         ** JOB TOTALS **               64.56   **       1,106.28   **       1,106.28

   CONT NO            FA PROJ NOS
        034    8249       199       00                                     225.28              225.28
        034    8249       905       00                  62.77                62.77               62.77
        034    8249       911       00                 684.02             1,167.98            1,167.98
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                                                                     JANUARY 1979         PAGE 1822
ARY
                                                                        FISCAL          GRAND TOTAL
TMENT          PREFIX          FUNCTION    GR   CURRENT MONTH        YEAR TO DATE         TO DATE
                          ** JOB TOTALS **             746.79   **       1,456.03   **       1,456.03
```

8227

Section Cornelius Signal Project Programming Estimate $ 132,000.00

Highway Tualatin Valley Project Length

County Washington 1-10-79 Completion Time 220 Calendar day

Kind of Work Traffic Signals

Prefix 34-8246-921 FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 110,600.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	1,200 *	
Other Railroad Costs	*	
Permanent Signing		
Permanent Pavement Striping	2,250	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 5410.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	1,960.00	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$116,010.00
Contingencies (4-1/2%)		5,220.45
Engineering (9 %)		10,440.90
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 131,671.35

APPROVED

Road Design Engineer

1-10 [illegible] to [illegible] to check with City. City has approved this figure. It half [illegible] for [illegible] of one signal [illegible] is at Lincoln [illegible] City [illegible] 1-11-79

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 12-27-78

Section Cornelius Signal Project
County Washington
Kind Of Work Signals
Length N/A
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	—	2,300^{00}
	Temporary Signs		Sq. Ft.	275	6^{00}	1650^{00}
	Flagmen		Hour	120	20^{00}	2400^{00}
	~~Traffic Signals~~					
	Traffic Signal Installation, Complete		All	All	—	104,250^{00}
						110,600^{00}

8887

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

January 9, 1979

In Reply Refer to
File No.:

David Astle
Assistant Public Utility Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Tualatin Valley Highway
(Baseline Street) @10th Avenue
City of Cornelius
Washington County

Dear Mr. Astle:

A traffic signal is to be installed at the intersection of the Tualatin Valley Highway (Baseline Street) and 10th Avenue in the city of Cornelius. It is desirable to interconnect this traffic signal with the Southern Pacific Transportation Company tracks located just south of the intersection.

Please accept this letter as an application for this interconnection. Attached you will find ten copies of the signal plans for this installation.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Attachments
cc: ✓H. S. Coulter
E. L. Hardt
C. T. Keasey
D. E. Swan
J. L. Sollis
L. E. George

RECEIVED
STATE HWY ENGR
JAN 9 -'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 734-3122

&

12-78

```
TOTAL TO DATE JOB COST SUMMARY                                                    DECEMBER 1978

                                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DATE

  CORNELIUS 3 TRAF SIG          CONT NO       FA PROJ NOS
                                     034    8246    199      00                              54.61
                                     034    8246    199      10                              32.34
                                     034    8246    594      00       1,800.46CR       1,800.46CR
                                     034    8246    900      00             .80            353.28
                                     034    8246    901      00                          3,209.29
                                     034    8246    905      00           69.54             69.54
                                     034    8246    911      00        3,145.08          3,536.28
                                     034    8246    914      00                            116.14
                                     034    8246    922      00                              9.06
                                              ** JOB TOTALS **        1,414.96  **      5,580.08  **

                                CONT NO       FA PROJ NOS
                                     034    8248    199      00                              56.32
                                     034    8248    911      00          900.92            985.40
                                              ** JOB TOTALS **          900.92  **      1,041.72  **

                                CONT NO       FA PROJ NOS
                                     034    8249    199      00                            225.28
                                     034    8249    911      00          483.96            483.96
                                              ** JOB TOTALS **          483.96  **        709.24  **

  LB NELSON CORP-SCHOLLS FRY RD CONT NO       FA PROJ NOS
                                     034    8250    199      00           51.75             51.75
                                              ** JOB TOTALS **           51.75  **         51.75  **

  WASH CNTY POLES               CONT NO       FA PROJ NOS
                                     034    8251    199      00          388.21            388.21
                                     034    8251    199      10           57.50             57.50
                                              ** JOB TOTALS **          445.71  **        445.71  **

  MORTIMER RANCH-JOHN DAY HY    CONT NO     * FA PROJ NOS
                                     035    8201    594      00
                                     035    8201    900      00
                                     035    8201    913      00
                                              ** JOB TOTALS **                  **                **

  MARTIN-WRIGHT PAVING          CONT NO     * FA PROJ NOS
                                     036    8201    199      00
                                     036    8201    594      00
                                              ** JOB TOTALS **                  **                **
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12-78

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MARY                                                          DECEMBER 1978          PAGE 1790

                                                                  F'SCAL            GRAND TOTAL
RTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH       YEAR TO DATE          TO DATE

         CONT NO           FA PROJ NOS                                                           STATE
             034     8246       199      00                              54.61            54.61
             034     8246       199      10                              32.34            32.34
             034     8246       594      00      1,800.46CR         1,800.46CR       1,800.46CR
             034     8246       900      00            .80              353.28           353.28
             034     8246       901      00                           3,209.29         3,209.29
             034     8246       905      00          69.54               69.54            69.54
             034     8246       911      00       3,145.08            3,536.28         3,536.28
             034     8246       914      00                              116.14           116.14
             034     8246       922      00                                9.06             9.06
                           ** JOB TOTALS **       1,414.96  **        5,580.08  **     [illegible]  **

         CONT NO           FA PROJ NOS                                                           STATE
             034     8248       139      00                               56.32            56.32
             034     8248       911      00         900.92               985.40           985.40
                           ** JOB TOTALS **         900.92  **        1,041.72  **      1,041.72  **

         CONT NO           FA PROJ NOS                                                           STATE
             034     8249       199      00                              225.28           225.28
             034     8249       911      00         483.96               483.96           483.96
                           ** JOB TOTALS **         483.96  **          709.24  **        709.24  **

RY RD    CONT NO           FA PROJ NOS                                                           STATE
             034     8250       199      00          51.75                51.75            51.75
                           ** JOB TOTALS **          51.75  **           51.75  **         51.75  **

         CONT NO           FA PROJ NOS                                                           STATE
             034     8251       199      00         388.21               388.21           388.21
             034     8251       199      10          57.50                57.50            57.50
                           ** JOB TOTALS **         445.71  **          445.71  **        445.71  **

HY       CONT NO         * FA PROJ NOS                                                 00        STATE
             035     8201       594      00                                           102.38CR
             035     8201       900      00                                             6.38
             035     8201       913      00                                            96.00
                           ** JOB TOTALS **                 **                  **              **

         CONT NO         * FA PROJ NOS                                                 00        STATE
             036     8201       199      00                                            96.00
             036     8201       594      00                                            96.00CR
                           ** JOB TOTALS **                 **                  **              **
```

8.88.7.

8

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Cornelius

P. O. Box 607, Cornelius, OR 97113

By: Norbert C. Chartrey, Mayor

Steven C. Goodrich, City Manager

(Official Capacity)

Order No. 1

Date 9-11-78

Prefix and account number to which work is to be charged 34-8246

Description and Location of Work To Be Performed or Materials To Be Furnished:

Prepare plans, specifications and estimates for the installation of three traffic signals in the City of Cornelius. The intersections to be signalized are 10th and Baseline, 10th and Adair, and 19th and Adair.

Estimate of Quantities and Cost $11,000.

RECEIVED

Basis of Payment:

☐ Monthly payments
☐ Single payment on completion of work
☒ Other basis as follows: Construction-Finance Agreement No. 6643 between the City of Cornelius and the State of Oregon

Amount of advance deposit (if any) $ 9,166

Deposit received by Secretary on

Authority from Requisitionist:

☒ Agreement dated 9-6-78
☐ Letter to ...... date ......
☐ Oral request to ...... date ......

Department Authority:

☐ Order of State Highway Engineer
☒ Head of branch or section issuing order

Field information submitted by ...... in letter dated ......

Expected date of completion of work or delivery of materials March, 1979.

Superintendent or engineer responsible for performance of work and submission of information for billing Max J. Klotz, Metro Tech Services Engineer.

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Metro Branch Section

Signed

MAX J. KLOTZ
Metro Technical Services Eng.

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

ok to file

8887

J

September 8, 1978

City of Cornelius
City Hall
Cornelius, OR 97113

Attention: Marie Mansfield
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6643

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on the Tualatin Valley Highway at 10th and 19th Avenues.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

kkr

Enclosure

bc: Don Marvell (agreement attached)

8887

2

September 5, 1978

City of Cornelius
City Council
City Hall
Cornelius, Oregon 97113

Att: Stephen C. Goodrich

Gentlemen:

We are requesting the City's advance deposit in the amount of $9,166.00 for the preliminary engineering for three traffic control signals. Two of these signals will be located on Adair Street at 10th Avenue and 19th Avenue, the third signal will be on Baseline Street at 10th Avenue.

The preliminary engineering will begin shortly after we receive the advance deposit.

Please make your check in the amount of $9,166.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Rec'd on 9/12/78

Very truly yours,

G. W. Wimer
Local Government Manager

HR:dmc
bc:w/AD #496: Vern Skoog-Please return completed AD #496 when check is received.
Region Federal Aid Engineer Jon ROse, Metro

Rose Notified 9/12/78

ok to File.

8887 2

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: GERRY WIMER
Local Governments Programs Engineer

DATE: June 21, 1978

FROM: JON R. ROSE Jon Rose
Federal Aid Coordinator

SUBJECT: Authority for Survey
3 Traffic Signals
City of Cornelius
Planning File No. 77-141

Attached is a project request and an Authority for Survey to cover preliminary engineering for the installation of three traffic signals in the city of Cornelius. This is the project for which an agreement was requested in my letter to you dated June 5. Please note that the funding split for preliminary engineering is based on the city's understanding that the state is to pay one-half of the actual cost of the signal at 19th and Adair. Since it would not be possible to accurately break out the cost of PE for that one location, the costs are prorated with the state responsible for 1/6 of the total. The agreement and the contract should both be written in such a way as to segregate construction costs for the one signal.

This project is outside the Portland urbanized area so CRAG approval is not required. No federal money will be used so there will be no need for A-95 review or programming with FHWA. Please take the necessary action so that we may start work after the agreement has been executed and the city's deposit received.

ja
Attachments
cc: M. J. Klotz
Region I

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CFE ☐
JUN 23 1978
PM FA
FIL ✓ LG OP
TAA

Holmes ✓
Be sure copy this packet goes to FA & Orig Copy survey author to Loc

Done 7/5 - MCH

cy to. D.E. Swan
L.E. George
F.E. Terpin

81-125-1387

77-141

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-74

AUTHORITY FOR SURVEY

Section Three Traffic Signals - City of Cornelius

Date 6-20, 1978

Highway City Streets

Authorization No. 1

County Washington

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

The intersection of Tenth and Baseline, Tenth and Adair, and 19th and Adair, city of Cornelius.

Proposed:

Prepare plans for installation of traffic signals at the 3 intersections.

Purpose of survey:

State to prepare plans, specifications, estimates, and complete PS&E.

		Estimate of Cost
Field Survey	(901)	2,900
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	8,100
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

	City	State	Totals
PE Funds	$9,166	$1,834	$11,000
Construction	$110,790	$22,210	$133,000
			$144,000

City funds 83.3%

Maintenance funds 16.7%

Total estimated cost of survey	$11,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R. T. Ewen, METRO Location Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

.... Location Engineer

Approved:

....

SP*23604-734

Form E-39 (Rev. 9-71)

PMS

77-1412

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-74

AUTHORITY FOR SURVEY

Section Three Traffic Signals - City of Cornelius

Date 6-20, 1978

Highway City Streets

Authorization No. 1

County Washington

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

The intersection of Tenth and Baseline, Tenth and Adair, and 19th and Adair, city of Cornelius.

PROJECT MANAGEMENT

Date Rec'd 7/6 A-95

OTC Appr. On TIP

Ass't On An. Prog.

Proposed:

Prepare plans for installation of traffic signals at the 3 intersections.

Purpose of survey:

State to prepare plans, specifications, estimates, and complete PS&E.

	City	State	Totals
PE Funds	$9,166	$1,834	$11,000
Construction	$110,790	$22,210	$133,000
			$144,000

City funds 83.3%

Maintenance funds 16.7%

		Estimate of Cost
Field Survey	(901)	2,700
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	8,100
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	200
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$11,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R. T. Ewen, METRO Location Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E. Perpi

Location Engineer

Approved:

EJ Hunter

Tech. Serv. Mgr.

SP*23604-734

~~FEDERAL AID~~ PROJECT REQUEST

Date 12 June 1978

Applicant Agency City of Cornelius

Request for: Off-System____, FAS-C____, FAUS____ Project

Federal Aid Route No.____ Route Name____

Project Name Three traffic signals, city of Cornelius on the Tualatin Valley Highway

Project Length____ **Project Location (Attach sketch map)**

Project Description Install 3 traffic signals in the city of Cornelius. Tenth and Baseline, Tenth and Adair and 19th and Adair.

Average Daily Traffic 11,500-14,500 **Design Speed** 30-45 mph posted

*One-way couplet

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 32' Travel Lanes 2 - 12' Shoulders 4' each side

Medians None Parking None

Sidewalks____

Remarks____

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 32' Travel Lanes 2 - 12' Shoulders 4' each side

Medians None Parking None

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks____

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width N/A Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No____

3. Will additional right-of-way be needed? Yes____ No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

None

2. **Proposed Signalization:**

Location Adair and Tenth Street; Adair and 19th Street; Baseline and Tenth Street
Type 2 phase, full actuated
Phases Two
Type of Suspension Mast arms
Interconnected No
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Signal ahead signs in project

4. **Permanent Striping:**

Include in project or by applicant? Project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Luminaires

2. **Proposed Illumination:**

Location Same
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location N/A
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location N/A
Approximate Size: Length Width

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad S.O. located on Tenth 200' south of Baseline

Existing Crossing Protection Gates

2. Will existing railroad crossing be altered? No

Remarks Install interconnection with railroad crossing gates scheduled to be installed with Tenth Street improvement.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement N/A Office
2. Environmental N/A Office
3. Public Hearing N/A Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant State X Consultant

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No X
If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 20,000
Right-of-way costs (if participating)	
Traffic control	108,000
Illumination	
Structures	
Railroad	5,000
Other__________	
Preliminary engineering	11,000
PROJECT TOTAL	$ 144,000

Remarks Cost of signal at Tenth and Adair and Tenth and Baseline to be paid 100 percent by city. Signal at 19th and Adair to be shared 50/50 by city and state.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or __________ COUNTY

By__________ By__________

By__________ By__________

By__________

8887

9

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: June 5, 1978

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Proposed Project Agreement
Three Traffic Signals
City of Cornelius
77-141

Attached for your information are several letters and memos which provide background information on a proposal to install traffic signals on the two legs of the Tualatin Valley Highway couplet through Cornelius. As you can see, it is intended that signals be installed on Tenth Avenue at both Baseline and Adair, paid for by the City, and at 19th and Adair with the State and the City sharing costs on a 50/50 basis.

At an election earlier this month, the people of the city of Cornelius voted rather overwhelmingly to pay the costs necessary to install these three signals. With this commitment, Metro wishes to expedite the project and would like the necessary agreement written. I believe that the attached correspondence gives you sufficient information to fill in the agreement details, but there may be a couple of items missing. In line with Bob Bothman's February 2 letter to Steve Goodrich, the agreement should call for the City to pay 100% of the actual cost of installations at 10th and Adair and 10th and Baseline. The cost of the signal at 19th and Adair will be shared 50/50 between the City and the State. Cost of power consumption is not mentioned in the correspondence, but this should follow our normal policies.

This project has the approval of Mr. Klaboe as noted on the bottom of the January 23 letter from Bud George to Ed Hunter and is submitted by Metro with a request that an agreement be prepared promptly. The necessary survey authority will be written by Metro and forwarded shortly.

JR/ldo

Attachments

cc: M. J. Klotz
T. H. Schwab
E. L. Hardt
C. Fredrickson

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUN 7 1978
TAA Holmes File: ✓ PM FA LG OP

81-125-1387

8887

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 2, 1978 Telephone 238-8226

STEPHEN C. GOODRICH
City Manager
City of Cornelius
Post Office Box 607
Cornelius, OR 97113

Cost estimates prepared for the traffic signal project on the Tualatin Valley Highway through the city of Cornelius have been completed. These are the estimates which correspond to my letter of December 2. The anticipated cost of the three signals, with necessary interconnections for the railroad and street improvements is $145,000. I have included in this cost estimate the anticipated increase in inflation and a contingency factor. The breakdown of the three signals is as follows:

Adair and 19th Avenue	$45,000
Adair and Tenth Avenue	$45,000
Baseline and Tenth Avenue	$55,000

145
122500
22,500

The Oregon Department of Transportation is agreeable to share 50 per cent of the cost of the signal installation at Adair and 19th Avenue in accordance with our earlier conversations. An estimated cost to the city of Cornelius for the improvement, therefore, would be $122,500.

A letter agreement will be drafted to lay out the specifics according to this letter and transmitted to you for the city council's adoption in the near future.

ROBERT N. BOTHMAN
Administrator

ebg

cc: [redacted]

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
FEB 3 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8887 9

STATE OF OREGON INTEROFFICE MEMO

2-2-78

TO: E. S. Hunter
Technical Services Engineer

DATE: ~~January 23, 1978~~

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signals
City of Cornelius

The attached letter from Bob Bothman suggests the installation of three traffic signals in the City of Cornelius. You asked for my comments.

According to Bob's letter, signals are warranted at Adair and 19th and he is proposing a 50-50 sharing of the costs. The signals are not warranted at the other two locations but are projected to be in 1982. The city is willing to fund 100 percent of these two signals.

We have a policy of trying to persuade cities not to put in unwarranted signals as there is a possibility that certain types of accidents will increase as well as overall delay at the intersection. We have, however, allowed unwarranted signals to be installed when the city is adamant and when they pay the total cost.

In this particular case, I have no objections to the installation as long as the city pays the full cost of the two unwarranted signals.

LE George
L. E. George
Traffic Engineer Supervisor

RDT:rw
7 7

RECEIVED
STATE HWY ENGR
JAN 31 '78
REFER TO
Hunter - Bothman - ~~[illegible]~~ - Fredrickson - Noehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
FEB 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
JAN 27 '78
REFER TO
Scott
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-31

RECEIVED
TECHNICAL SERVICES
JAN 23 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Can you handle in your budget?

1-31-78
FBK

Yes. — Region 2 7
= Minor Betterment

cy Fredrickson

APPROVED
FB Klaboe
CHIEF OF OPERATIONS
DATE: 2-2-78

81-125-1387

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: F. B. KLABOE
Chief of Operations

DATE: January 9, 1978

FROM: ROBERT N. BOTHMAN Bothman
Administrator

SUBJECT: Traffic signal investigation
city of Cornelius

A major effort has developed in the city of Cornelius for installation of traffic signals on the Tualatin Valley Highway through the city.

I have worked with the city council and city staff to investigate their recommendation for eight traffic signals. That report is attached. Also attached is my recommendation to the city that three signals be installed. Current warrants exist for only one signal; the warrants for the other two are projected to occur in 1982. The problem is one of access from city streets. The warrants are predicated on traffic volumes and accidents.

The city council has adopted an ordinance which will provide for a city bond election in May to cover the cost of the signal installations. However, the city feels the state should participate in the project due to its obligation on the Tualatin Valley Highway. The city feels the state should participate in 50 per cent of the signal currently warranted at Adair and 19th. The city is fully prepared to proceed with the full cost of the signals at the other two intersections.

The anticipated cost of the three signals, with necessary interconnections for the railroad and street improvements, is $145,000. The estimated cost to the city is $125,000; the estimated cost to the state is $20,000. These cost estimates assume a 10 per cent increase in cost and a 20 per cent contingency factor.

The city manager anticipates that subject to an affirmative bond election in May, the city would be prepared to undertake engineering of this project late in 1978. It is expected that the project could be prepared for contract by July 1979, at which time the $20,000 state share would be required to assist financing the project.

The project is in the METRO region for project development but falls within Region 2 for operations. I recommend $20,000 of the minor betterment fund be used to participate in this joint project with the city of Cornelius. I request your approval to proceed with entering into an agreement with the city of Cornelius to provide 50 per cent of the cost of the signal at Adair and 19th, subject to the city proceeding with the remaining 50 per cent of that signal and 100 per cent of the signals at the other two intersections.

ebg

attachments

cc: H. S. Coulter
E. L. Hardt
J. W. Sheldrake

RECEIVED
JAN 19 1978
TRAFFIC ENGINEERING

RECEIVED
DOT OPERATIONS
JAN 10 '78
REFER TO [illegible]
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Please advise me. J

61-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: December 29, 1977

FROM: THOMAS H. SCHWAB
Transportation Analysis Engineer

SUBJECT: Traffic Signal Investigation
City of Cornelius

At the December 12 meeting with councilman Jim Larkin and City Manager Steve Goodrich, Bob Bothman agreed to provide cost estimates for the city bonding measure on three traffic signals in Cornelius.

Cost estimates for 2-phase fully actuated signals are as follows:

Adair and 19th Avenue	$35,000
Adair and 10th Avenue	$35,000
Baseline and 10th Avenue	$40,000 1/

1/ Traffic signal estimates at Baseline and 10th includes $5,000 for interconnection with the railroad.

No additional street work is necessary at these locations. The 300 foot block between Adair and Baseline is adequate to store vehicles waiting for a green light. Railroad gates are scheduled to be installed at the time 10th Street is improved.

These costs reflect the present cost estimates for traffic signals. Recent information indicates that traffic signal costs are increasing. It is recommended to increase the cost estimates by 10 percent to reflect inflation costs expected.

The city has agreed to finance 100 percent of the signal costs at Adair and 10th and Baseline and 10th pending favorable bonding election. The city has further agreed to participate in 50 percent of the cost for the proposed signal at Adair and 19th Avenue.

With the assumed 10 percent cost increase, the city's participation in signal costs for signals at the three locations would be $102,000.

ls

cc: R. N. Bothman

+10% $112,000
+20% $125,000

81-125-1387

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Department of Transportation

DATE: December 12, 1977

TO: THE FILE

FROM: ROBERT N. BOTHMAN
Administrator
Bothman

SUBJECT: Traffic signal investigation
City of Cornelius

MA PAM PDE TSE SPC
ODOT - METRO
DEC 13 1977
PPS FILE T/A

I met with Councilman Jim Larkin and City Manager Steve Goodrich, together with Tom Schwab to review Schwab's report and my recommendations to the city council.

Both Larkin and Goodrich were appreciative of our traffic report.

Larkin expressed the support of the city council of Cornelius with moving ahead with installation of signals on the Tualatin Valley Highway in Cornelius.

Goodrich advised he had taken the ODOT report to the city council on December 5. The city council's response was to vote affirmatively to proceed with a bonding measure at the May election to provide for the signals at Adair and 10th, and Baseline and 10th to be financed 100 per cent by the city. The council proceeded to include in the bonding measure, 50 per cent funding for the signal on the TV Highway at Adair and 19th because warrants currently exist for installation of a signal there. The council's feeling was that the state should participate 50 per cent in that cost.

We discussed with Larkin and Goodrich the pros and cons of additional signals in Cornelius, as well as how the three signals the city is moving forward on, would effect the city. Although not directly informed, I understand the city is dropping consideration of the other five signals requested in their earlier correspondence.

I agreed to get back to Goodrich with a cost estimate for the city bonding measure, with some indication of the willingness of ODOT to participate in the signal at Adair and 19th.

I had indicated the signal at Adair and 19th would now go on our priority list. I also indicated it would be at least two years before it would surface into a program. I said I would attempt to gain funding which could be used at the time the city's money is available in FY 1979.

ebg

cc: F. B. Klaboe, w/attachment
H. S. Coulter "
E. S. Hunter "
E. L. Hardt

cc John Sheldrake w/attach. (ltr only)
12-14-77 ff

cc: Schwab, letters only

81-125-1387

MA PDM PDE TSE SPC
ODOT - METRO

DEC 08 1977

AM PPS

FILE T/A

December 2, 1977 Telephone 238-8226

Jim Larkin, Council Member, City of Cornelius, Cornelius, OR 97113, w/attachmen
Steven C. Goodrich, City Manager, City of Cornelius, w/attachment

cc: J. W. Sheldrake, w/attachment

The attached report considers installation of signals on the Tualatin Valley Highway in Cornelius.

Warrants currently do exist for installation of a signal at the intersection of Adair and 19th.

Warrants do not exist for installation of signals at Adair and 17th, Adair and 14th, Adair and 10th, Baseline and 10th, Baseline and 14th, or Baseline and Webb.

The investigation indicates that at the above six intersections the installation of a signal would cause additional congestion and higher accident rates than if the signal were not installed.

The attached investigation indicates that warrants for assistance to side streets at Adair and 10th, and Baseline and 10th do exist. The report also indicates that the main street warrants are close to being met at Adair and 10th, and Baseline and 10th. Using the suggested rate of growth of traffic on the Tualatin Valley Highway, warrants of signalization at these two intersections could be anticipated in the year 1982.

However, the projected rate of growth would indicate that warrants would not be met for signalization of the other signals until the following years; Adair and 17th, 1984; Adair and 14th, 1993; Baseline and 14th, 1986, and Baseline and Webb, beyond 1995.

The findings of this report indicate justification to place the signal at Adair and 19th on the state priority list for traffic signals. However, with only minimum warrants existing, and no accident warrant, the signal would not be high enough on the state priority list to receive funding in the near future. The most likely funding for such a project is our safety program which are required by federal parameters to base priority of installation upon the cost/benefit ratio. The signal simply would not have sufficient benefit ratio.

From a strict traffic engineering standpoint, the recommendation can only be for installation of the signal at Adair Street and 19th. However, considering the projected need and the interest in the city of Cornelius, it would appear reasonable to proceed with a plan for installation of signals at Adair and 19th, Adair and 10th, and Baseline and 10th.

A platooning of vehicles westbound by installation of signals at 19th and 10th should provide for access at the other locations within the city limits. In a similar fashion, the signal at 10th should provide for platooning of traffic and access to Baseline eastbound through the city.

Consideration should be given to the signals at 10th, based upon the planned improvement to 10th, and based upon the fact that the route is a federal secondary road and does tie to the adjacent county areas north and south of Cornelius.

Serious consideration should not be given to additional signalization because the history of signals would indicate that additional signals would cause considerable congestion, additional accidents, and would provide access to city streets but at a considerable cost to the flow of traffic on the two main arterial streets--Adair and Baseline.

After you have had time to digest this report, I would be happy to meet with you again with Tom Schwab to review the findings and discuss a recommendation which you might prepare for presentation to the city council.

Robert N Bothman

ROBERT N. BOTHMAN
Administrator

ebg

attachment

DEPARTMENT OF TRANSPORTATION
Metropolitan Branch
Report of Traffic Signal Investigations
ORE 8 - Hwy. No. 29 - City of Cornelius
November, 1977

RECOMMENDATION:

As a result of this investigation, warrant was established for a two-phase fully actuated signal at the intersection of Adair Street (ORE 8) and 19th Avenue. Neither traffic volume nor accident warrants were met at the following intersections:

Adair Street and 17th Avenue
Adair Street and 14th Avenue
Adair Street and Tenth Avenue
Baseline Street and Tenth Avenue
Baseline Street and 14th Avenue
Baseline Street and Webb Road

HISTORICAL BACKGROUND:

The following is a history of traffic signal studies on the Tualatin Valley Highway in Cornelius:

Year	Location	Action
1971	Baseline at Tenth Ave. Adair at Tenth Avenue	Denied Denied
1972	Baseline at Tenth Ave. Adair at Tenth Avenue	Denied Denied
1973	Baseline at Tenth Ave. Adair at Seventh Ave.	Denied Denied
1974	Baseline at Fourth Ave. Adair at Tenth Avenue	Denied Denied

This investigation and report is in response to a request from Mr. Stephen Goodrich, City Manager of Cornelius, for signal studies at these seven intersections.

INVESTIGATION:

ORE 8 is a four-lane highway east and west of Cornelius. Through the City, it is a one-way couplet with two lanes moving west on Adair Street and two lanes moving east on Baseline. There are school crossing signals at the 14th Avenue intersections with both Adair Street and Baseline. The designated speed is 45 MPH approaching the City Center and 30 MPH through the City between Eighth and 18th Avenue. Attached photographs show condition at each of these intersections.

During the year 1976, there were 16 reported accidents at these seven intersections. There were seven at 19th Avenue and Adair Street and five at Tenth Avenue and Adair Street. There were two or less reported accidents at the other five intersections. The accident warrant for signals was not met at any of the seven intersections.

Hourly traffic counts on approaches to all of these intersections were made in October, 1977. These data were compared to the volume warrants for signals and it was found that only the intersection of Adair and 19th Avenue had sufficient traffic to meet the Interruption of Continuous Traffic Warrant and therefore a signal could be authorized at that location.

A recapitulation of the relationship of existing volumes to the signal warrant for the other six intersections follows:

Intersection	Main Street	Side Street
Baseline and Webb Road	Meets Warrant	30% of Warrant
Adair and 17th Avenue	Close to meeting Warrant	80% of Warrant
Adair and 14th Avenue	Close to meeting Warrant	50% of Warrant
Adair and Tenth Ave.	Close to meeting Warrant	Meets Warrant
Baseline and Tenth Ave.	Close to meeting Warrant	Meets Warrant
Baseline and 14th Ave.	Close to meeting Warrant	75% of Warrant

Before a signal can be authorized, traffic volumes must meet both the main street and side street warrants. As can be seen, the intersection of Tenth Avenue with Baseline and Adair Street are very close in this regard. With an approximate 10 to 20 percent increase in Main Street traffic, both of these locations would qualify. For the present it is recommended that only the intersection of Adair Street and 19th Avenue be considered for signalization. The estimated cost for this installation is $30,000. A detailed summary of traffic data gathered in the course of this study is attached.

DLP:ja
ODOT

Attachments

1979 Paisley Rock Prod. Proj. 8888
on Fremont Hwy.

19 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

LAKE Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION PAISLEY ~~M.P. 95.6~~ Rock Production

REGION 4

Hwy #19 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 19-8332

DATE 12/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST	500.	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
cy Adams
cy Mennab
2 Edwards E
Terpin
3 Trout
cy Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY H. Hayden	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS Herman E. Sears	DATE 2/7/84
RECOMMENDED, REGION ENGINEER X	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 2 3 84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

Loc

KEY ID # ~~[illegible]~~ 02273

REGION 4

SECTION M.P. 95.6 Rock Production

STATE HIGHWAY # 19	HIGHWAY NAME Fremont		MILE POST FROM TO
			LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Lake	ROAD/STREET NAME Quarry Site @ M.P. 95.6
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING	$ 4.	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY	$	PAVING	(✓)		ACRES	(#)	0
ROADWAY	$	STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$	SIGNING	(✓)		**WORK BY STATE/CONSULTANT/APPLICANT**		
SIGNALS	$	SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$	ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$	ROCK PRODUCTION		X	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
Rock Production	$ 120.	ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
10% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 12. ~~48.~~	DESIGN CATEGORY	(1-7)	7	**CONSTRUCTION BY**		
TOTAL CONSTRUCTION	$ 132. ~~168.~~	WORK TYPE	(1-12)	11	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE	$ 136. ~~172.~~						

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 /84	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	--	
STRUCTURES (#)	--	
SIGNALS (#)	--	
BIKE PATH (Y/N)	--	
AVERAGE DAILY TRAFFIC	--	
YEAR OF AVERAGE DAILY TRAFFIC	--	

DEFINE THE PROBLEM

A need to preserve and maintain certain highways in Dist. 11.

PROPOSED SOLUTION

Produce crushed rock for seals, oil mats and thin overlays.

REQUESTED, REGION ENGINEER
X Dale A. Allen DATE 12/14/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION M.P. 95.6 Rock Production

REGION 4

PROJECT JUSTIFICATION

As per the "Special 1983-1985 Surface Preservation and Maintenance Program."

ADMINISTRATION RECOMMENDATION

8888

JAMES F. BODIE
JAMES B. MINTURN
JAMES C. VAN VOORHEES
JAMES F. LARSON
STEPHEN D. DIXON

BODIE, MINTURN, VAN VOORHEES,
LARSON & DIXON
ATTORNEYS AT LAW
203 N. MAIN - P.O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503

RODNEY R. GLANTZ
(1938-1971)

November 12, 1980

NOTED
JACK L. SOLLIS

Joyce Cain
USF&G
P.O. Box 3459
Portland,Ooregon 97208

Re: Performance Bond - Continental Crushing & Leasing, Inc.
USF&G - Department of Transportation of State of Oregon,
Contract No. 8888 - Bond No. 63 0120 269 79

Dear Mrs. Cain:

Please find enclosed a copy of the complaint filed based upon petroleum supplies and products which were delivered to the defendant pursuant to a request by him and were used in the performance of the aforesaid contract. I had written you concerning this matter and some other matters on August 20, 1980, but you did not reply to my letter. I have gotten a copy of the bond from the Department of Transportation and it appears to be without limitation. When may my client expect payment?

Sincerely,

J. C. Van Voorhees

rh

cc: Robert W. Gormsen
Department of Transportation

Earl Corum

12/15/80
no response necessary
per Sollis - just file
fran

RECEIVED
NOV 13 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

EARL E. CORUM,

Plaintiff,

vs.

CONTINENTAL CRUSHING & LEASING, INC.,

Defendant.

No. 80-903

COMPLAINT AND DEMAND FOR JURY TRIAL

Plaintiff alleges:

1. At the present time and at all times material herein the defendant is and was a validly organized corporation doing business under the laws of the State of Oregon.

2. Between August 1, 1979 and August 15, 1979, the plaintiff delivered petroleum supplies and products to the defendant which had a reasonable value of $4,305.49.

3. Therefore, there is due and owing by the defendant to the plaintiff the sum of $4,305.49.

4. That the defendant has failed, refused and otherwise neglected to pay said sum or any part thereof and there is now due and owing by the defendant to the plaintiff the sum of $4,305.49 together with legal interest thereon from September 10, 1979 to the date judgment is entered in the above entitled matter.

WHEREFORE, plaintiff prays for judgment in favor of the plaintiff and against the defendant for $4,305.49

together with legal interest thereon from September 10, 1979 to the date of judgment, together with plaintiff's necessary costs and disbursements incurred.

BODIE, MINTURN, VAN VOORHEES,
LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

8888

November 6, 1980

Mr. J. C. Van Voorhees
Attorney at Law
P.O. Box 623
Prineville, OR 97754

CON 5
#8888

Dear Mr. Van Voorhees:

As requested in your letter of November 4, we are attaching a copy of the Performance Bond which is a part of Contract No. 8888 with Continental Crushing and Leasing, Inc., for the Paisley Rock Production Project.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fhm

Att.

JAMES F. BODIE
JAMES B. MINTURN
JAMES C. VAN VOORHEES
JAMES F. LARSON
STEPHEN D. DIXON

BODIE, MINTURN, VAN VOORHEES,
LARSON & DIXON
ATTORNEYS AT LAW
203 N. MAIN - P.O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503

RODNEY R. GLANTZ
(1938-1971)

November 4, 1980

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File No.: CON 5 - Contract No. 8888

Dear Mr. Gormsen:

Please send us a copy of the bond filed with you regarding Contract No. 888 with Continental Crushing & Leasing, Inc. for the Paisley Rock Production Project. Thank you.

Sincerely,

J. C. Van Voorhees

rh

RECEIVED
NOV 5 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8888

L.

August 28, 1980

Mr. J. C. Van Voorhees
Bodie, Minturn, Van Voorhees
Larson & Dixon
Attorneys at Law
203 North Main
Prineville, OR 97754

CCM 3
Contract #8888

Dear Mr. Van Voorhees:

This will acknowledge your letter of August 15 requesting a copy of the written release of the bond for Contract No. 8888 with Continental Crushing & Leasing, Inc., for the Paisley Rock Production Project.

We do not provide a written release of the bond. We do notify the surety and the contractor (as shown on the attached letter) that the contract has been completed and accepted and that final payment will be made.

I hope this will be of help to you. If you need further information, please call me at 378-6526

Sincerely,

Robert W. Gourneen
COMMISSION SERVICES

RWG:dma
Attachment

file copy
att. to
yellow

CON 5
#8888

September 28, 1979

United States Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8888 awarded to Continental Crushing & Leasing, Inc., for the Paisley Rock Production Project of the Fremont Highway in Lake County was completed on August 15, 1979, and accepted by the State Highway Engineer on September 27, 1979.

Final payment in the amount of $3,765.51 will be released to the contractor after October 3, 1979. The total contract amount is $75,310.15 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

JAMES F. BODIE
JAMES B. MINTURN
JAMES C. VAN VOORHEES
JAMES F. LARSON
STEPHEN D. DIXON

BODIE, MINTURN, VAN VOORHEES,
LARSON & DIXON
ATTORNEYS AT LAW
203 N. MAIN - P.O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503

RODNEY R. GLANTZ
(1938-1971)

August 15, 1980

Mr. H. Scott Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Please furnish me with copies of the written releases showing the release of the bond for State Highway Contract No. 8888, Paisley Rock Production, Fremont Highway in Lake County, Oregon. The contractor was Continental Crushing & Leasing, Inc. and the work was completed about June 30, 1979. Thank you for your cooperation regarding this matter.

Sincerely,

J. C. Van Voorhees

rh

RECEIVED
STATE HWY ENGR
AUG 15 '80
REFER TO
Dorman
FOR

RECEIVED
AUG 1[illegible]
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

#8888

August 6, 1980

Bodie, Minturn, Van Voorhees,
Larson & Dixon
Attorneys at Law
203 North Main
Prineville, OR 97754

CON 5
Contract #8888

Attention: Mr. J. G. Van Voorhees

Dear Mr. Van Voorhees:

Attached is a copy of the contract between Continental Crushing & Leasing, Inc. (Contract No. 8888) and this department.

The bond and all other contractual arrangements are included in the contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc
Attachment

JAMES F. BODIE
JAMES B. MINTURN
JAMES C. VAN VOORHEES
JAMES F. LARSON
STEPHEN D. DIXON

BODIE, MINTURN, VAN VOORHEES,
LARSON & DIXON
ATTORNEYS AT LAW
203 N. MAIN - P.O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503

RODNEY R. GLANTZ
(1938-1971)

July 31, 1980

State Highway Division
Transportation Building
Salem, Oregon 97310

Gentlemen:

Please advise me of the name of the bonding company on the State Highway Department contract job on which the contractor was Continental Crushing & Leasing, Inc. The job occurred in Paisley. The State Contract No. is 8888. If you have any questions regarding this do not hesitate to call. We would also like to have a copy of the bond, if possible, any contractual provisions relating to the bond and any written documents between the bonding company or the State Highway Department and Continental Crushing that you have access to relating to the status of the bond.

Thank you for your help and consideration with this matter.

Sincerely,

J. C. Van Voorhees

rh

cc: Earl E. Corum

RECEIVED
AUG 1 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8888

5429

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 28 1980
NORMA PAULUS
SECRETARY OF STATE

May 23, 1980

IN REPLY REFER TO
FILE NO.:
COM 3
8892
and
#8888

Mr. Robert E. Helms
Mitchell Street Route
Spray, OR 97874

Dear Mr. Helms:

We have received your letter dated May 19, 1980, in which you state that Continental Crushing and Leasing, Inc., owes you for equipment rental totaling $9,692.

These bills appear to be in connection with the following Highway Division contracts:

Contract No. 8888 for the Paisley Rock Production Project. Claim totaling $7,391.

Contract No. 8892 for the Richmond Rock Production Project. Claim totaling $2,301.

We are sending copies of this letter to the Secretary of State's office for filing. The prime contractor and the surety will also be sent copies.

Please notify this office when the claim has been settled.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 30 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAY 28 4 13 PM '80
NORMA PAULUS
SECRETARY OF STATE

6-6-80
noted on card
jmk

Oregon State Highway Commission
Mr. Robert Gormsem
121 Transport Building
Salem, Oregon 97310
May 19, 1980

Dear Mr. Gormsem,

Enclosed is the information as per our phone conversation of May 16, 1980.

From June 25, 1979 thru July 17, 1979, I worked for Continental Crushing and Leasing, Inc. on the Richmond Rock Production Pit in Wheeler County- Contract # 8892. From July 20 thru August 16, 1979, I worked on the Paisley Rock Production Pit- Contract # 8888 in Lake County.

Richmond Rock Production Pit- Wheeler Co.
Contract # 8892
D-7 Cat Rent
139.5 hours at $38.00 per hour

	$5,301.00
8/1/79 draw	1,500.00
	3,801.00
8/21/79 draw	1,500.00
balance owed	2,301.00 from Richmond job

Paisley Rock Production Pit- Lake Co.
Contract # 8888
D-7 Cat Rent
194.5 hours at $38.00 per hour

	$7,391.00
Total due	$9,692.00

They have repeatedly promised to pay me. The checks that they have given us are not good. They have even changed banks on me with non-sufficient funds in the bank that the checks were written on.

I would appreciate any help that you could give me on it.

Respectfully,
Robert E. Helms

Robert E. Helms
Mitchell St. Rt.
Spray, Oregon 97874

RECEIVED
MAY 20 1980
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

8888

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 24 1980
NORMA PAULUS
SECRETARY OF STATE

5406

January 22, 1980

IN REPLY REFER TO
FILE NO.:
COM 5
Contracts #8850
#8888 & #8892

FILED
JAN 24 1980
NORMA PAULUS
SECRETARY OF STATE

Mill Supply Corp.
2375 McGilchrist Street S.E.
Salem, OR 97302

Attention: Carl Steelhammer
President

RECEIVED
JAN 25 1980
COMMISSION SERVICES
TRANSPORTATION

Gentlemen:

This will acknowledge receipt of your letter of January 16, 1980, with attached invoices and statements indicating that Continental Crushing & Leasing, Inc. owes you $5,323.38.

From the description given in your letter, this appears to be in connection with Continental Crushing & Leasing, Inc. contracts as shown:

Contract #8850 - Ukiah Rock Production Project on the Pendleton-John Day Highway.

Contract #8888 - Paisley Rock Production Project on the Fremont highway.

Contract #8892 - Richmond Rock Production Project on the Service Creek-Mitchell Highway.

The United States Fidelity & Guaranty Company furnished the bonds on these three contracts. We will advise the surety and the prime contractor of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED C
1-28-80 dmc

RWG:dmc

cc: United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

bc: Secretary of State - Please acknowledge receipt of the attached claim on the encl copy of this letter.

8888

January 22, 1980

Mill Supply Corp.
2375 McGilchrist Street S.E.
Salem, OR 97302

COM 5
Contracts #8850,
#8888 & #8892

Attention: Carl Steelhammer
President

Gentlemen:

This will acknowledge receipt of your letter of January 16, 1980, with attached invoices and statements indicating that Continental Crushing & Leasing, Inc. owes you $5,323.88.

From the description given in your letter, this appears to be in connection with Continental Crushing & Leasing, Inc. contracts as shown:

Contract #8850 - Ukiah Rock Production Project on the Pendleton-John Day Highway.

Contract #8888 - Paisley Rock Production Project on the Fremont Highway.

Contract #8892 - Richmond Rock Production Project on the Service Creek-Mitchell Highway

The United States Fidelity & Guaranty Company furnished the bonds on these three contracts. We will advise the surety and the prime contractor of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

NOTED ON CARD
1-22-80 dmc

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

cc: United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

MILL SUPPLY CORP.

2375 McGILCHRIST STREET S.E.
SALEM, OREGON 97302
Telephone 585-7411

1210 S. JACKSON STREET
ALBANY, OREGON 97321
Telephone 926-5831

615 WILSON STREET
EUGENE, OREGON 97402
Telephone 342-5946

January 16, 1980

Bob Gordson
Room 2121
Highway Building
Salem, Oregon

Attention: Bob Gordson

Dear Bob:

We would like to file claim on Continental Crushing and Leasing, Inc. of Bend in the amount of $5,323.88. (Copies Attached)

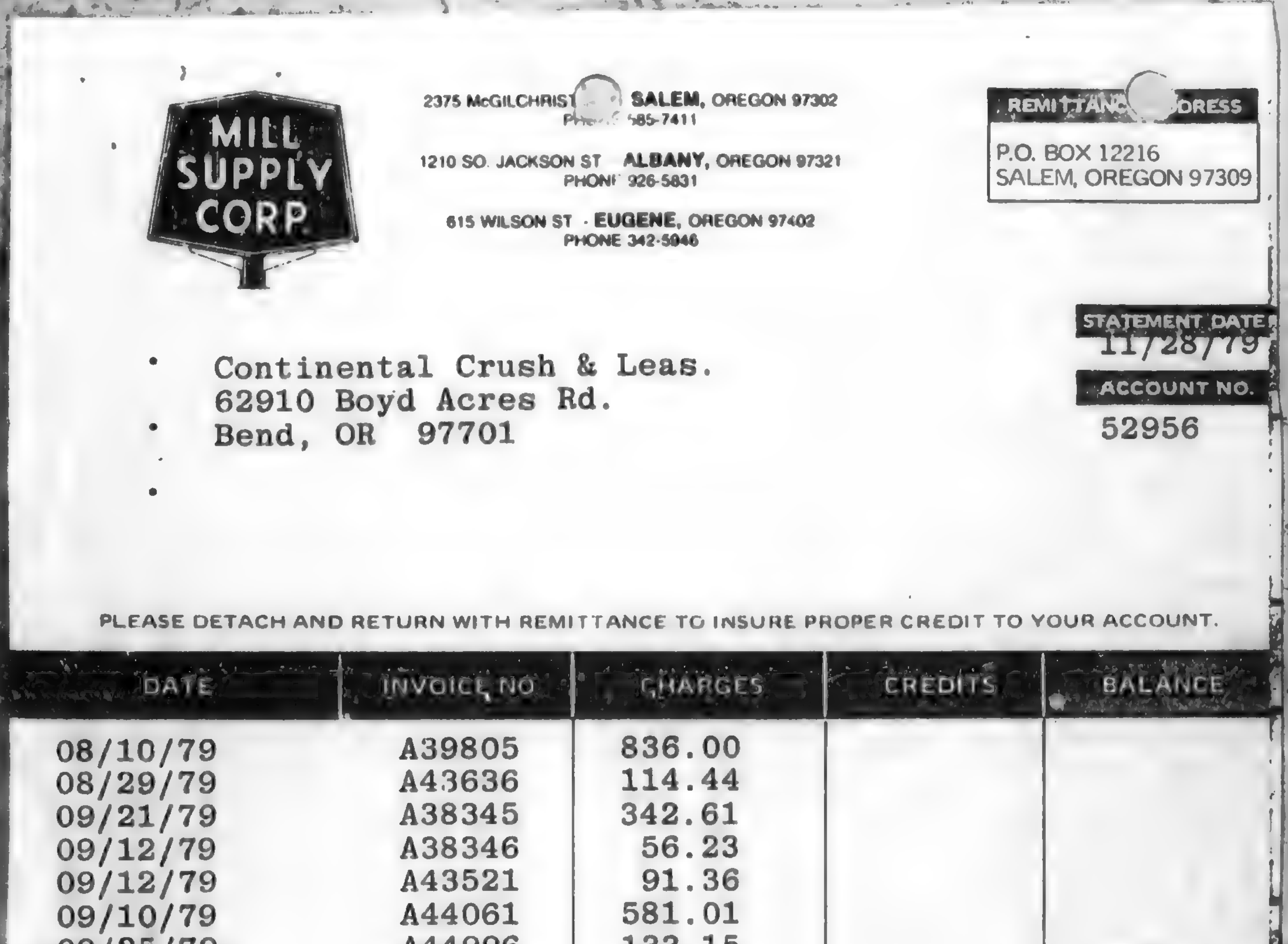
These were parts that we feel were used on the following jobs #~~850,888 and 889~~. 8850, 8888, 8892.

We appreciate any help you can give us. If any further information is needed please advise.

Thanks for your help,

Carl Steelhammer
President

RECEIVED
JAN 17
CONT[illegible] [illegible]ES
[illegible] OF TRANSPORTATION



MILL SUPPLY CORP.

2375 McGILCHRIST **SALEM,** OREGON 97302
585-7411

1210 SO. JACKSON ST **ALBANY,** OREGON 97321
PHONE 926-5831

615 WILSON ST · **EUGENE,** OREGON 97402
PHONE 342-5946

REMITTANC DRESS
P.O. BOX 12216
SALEM, OREGON 97309

STATEMENT DATE
11/28/79

ACCOUNT NO.
52956

Continental Crush & Leas.
62910 Boyd Acres Rd.
Bend, OR 97701

PLEASE DETACH AND RETURN WITH REMITTANCE TO INSURE PROPER CREDIT TO YOUR ACCOUNT.

DATE	INVOICE NO	CHARGES	CREDITS	BALANCE
08/10/79	A39805	836.00		
08/29/79	A43636	114.44		
09/21/79	A38345	342.61		
09/12/79	A38346	56.23		
09/12/79	A43521	91.36		
09/10/79	A44061	581.01		
09/25/79	A44996	133.15		
09/25/79	A45007	1595.96		
09/24/79	A45069	54.62		
09/25/79	A45216	88.98		
10/03/79	A44997	622.83		
10/22/79	A47007	337.19		
10/22/79	A47008	31.83		
10/22/79	A47009	65.93		
10/24/79	A47011	245.08		
10/24/79	A47013	290.99		
10/23/79	B19950		77.19	
11/09/79	B07010		197.61	
	PO3020			$5323.88

RECEIVED

POWER TRANSMISSION EQUIPMENT

MILL SUPPLY CORPORATION

INDUSTRIAL RUBBER PRODUCTS

PLEASE PAY LAST AMOUNT IN THIS COLUMN

INVOICE DATE
07/23/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
[illegible]5-00

PAGE 1

ILL TO [illegible]
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
543	07/23/79	NET 10	WILL CALL		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
515 TORQUE ARM	EA	1	1	0	767.6000	.00	767.6
5X2 15/16 T.A. BUSHING	EA	1	1	0	68.4000	.00	68.4

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THI AMOUNT
836.00	.00	.00	.00	.00	.00	836.0

RECEIVED

SALEM COPY

INVOICE DATE
08/29/79

MILL SUPPLY CORP.

SALEM	**ALBANY**	**EUGENE**
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A43636-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
1681	08/28/79	NET 10	STAGE		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSI
3/16SCMU UNIT	EA	4	4	0	28.6116	.00	114.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
114.44	.00	.00		.00	.00	.00		114.

RECEIVED

COMMISS[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

SALEM COPY

INVOICE DATE
28/20/78

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A38345-00

PAGE 1

ILL TO 52956
CONTINFNTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINFNTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
246	07/13/79	NET 10	UPS		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
V710 BANDED BELT	EA	2	2	0	21.7100	.00	43.4
X1 7/16 QD BUSHING	EA	1	1	0	5.2100	.00	5.2
V750 BANDED BELT	EA	2	2	0	22.8900	.00	45.7
097 TORQUE ARM ASSY	EA	4	4	0	45.7600	.00	183.0
203 TORQUE ARM PART	EA	1	1	0	4.1800	.00	4.1
097 TORQUE ARM ASSY	EA	1	1	0	45.7600	.00	45.7

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUNT
327.39	.00	.00		15.22	.00	.00		342.6

RECEIVED

SALEM COPY

INVOICE DATE
07/13/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, ORE 97309

INVOICE NO.
A38346-00

PAGE 1

BILL TO 52955
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97731
ATTN:

SHIP TO
CONTINENTAL CR .& LEAS.
62910 BOYD ACRES RD.

BEND OR 97731
ATTN:

USTOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT.
1246	07/13/79	NET 10	BEST WAY		

CIAL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENS
XC96 BANDED V-BELT EA	1	1	0	56.2300	.00	56

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY AMOU
56.23	.00	.00		.00	.00	.00		56

RECEIVED
DEPARTMENT OF TRANSPORTATION

SALEM COPY.

INVOICE DATI
08/27/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A43521-00

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
OP	08/27/79	NET 10	DIRECT		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
144 POWERBAND BELT	EA	1	1	0	89.4000	.00	89.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUN
89.40	.00	.00		1.96	.00	.00		91.

INVOICE DATE
06/07/80

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A44601-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. N
1750	09/07/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
315 TORQUE ARM	EA	1	1	0	483.2080	.00	483.
3X1 15/16 T.A. BUSHING	EA	1	1	0	43.4720	.00	43.
4X1 15/16 T.A. BUSHING	EA	1	1	0	54.3400	.00	54.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
581.01	.00	.00		.00	.00	.00		581.

RECEIVED

INVOICE DATE
09/17/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 SALEM, OREGON 97309

INVOICE NO.
A44996-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

CUSTOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT.
1928	09/24/79	NET 10	UPS		

ECIAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTEN
4SEALKIT TORQUE ARM	EA	2	2	0	25.5360	.00	51
4 QD BUSHING	EA	1	1	0	82.0800	.00	82

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY AMO
133.15	.00	.00		.00	.00	.00		13

INVOICE DATE
[illegible]/22/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A45027-00

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
[illegible]	[illegible]/22/79	NET 10	TRUCK		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
3/16X1/16 FLEXSEAL R BELT	FT	87	87	0	15.8400	.00	1378.0
E FASTENERS	EA	4	4	0	14.6620	.00	58.6
E FLEXCO 25 PACK	EA	12	12	0	13.2700	.00	159.2

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THI AMOUNT
1595.96	.00	.00	.00	.00	.00	1595.9

SALEM COPY

INVOICE DATE
09/19/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	10 SO. JACKSON S ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A45069-00

PAGE 1

L TO 52956
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
TTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
ATTN:

OMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
08	09/19/79	NET 10	STAGE		

L INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
2C FLEXCO 100 PACK	EA	1	1	0	54.6273	.00	54.62

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
54.62	.00	.00	.00	.00	.00	54.62

RECEIVED
1 7
SERVICES
CORPORATION

SALEM COPY

INVOICE DATE
09/21/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-58[illegible]

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A45216-00

PAGE 1

BILL TO [illegible]
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. N
1958	09/21/79	NET 10	STAGE		

IAL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
30 VEE BELT EA	3	3	0	29.6604	.00	88.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUN
88.98	.00	.00		.00	.00	.00		88.

SALEM COPY

INVOICE DATE
10/21/79

MILL SUPPLY CORP

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E.	1210 SO. JACKSON	615 WILSON ST.
SALEM, ORE 97302	ALBANY, ORE 973[illegible]1	EUGENE, ORE 97402
585-7411	926-58[illegible]1	342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A44997-00

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
908	09/18/79	NET 10	STAGE		

AL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
30 POWER BAND BELT EA	1	1	0	621.5800	.00	621.5

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THI AMOUNT
621.58	.00	.00	1.25	.00	.00	622.8

SALEM COPY

INVOICE DATE
10/16/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47007-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LFAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LFAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

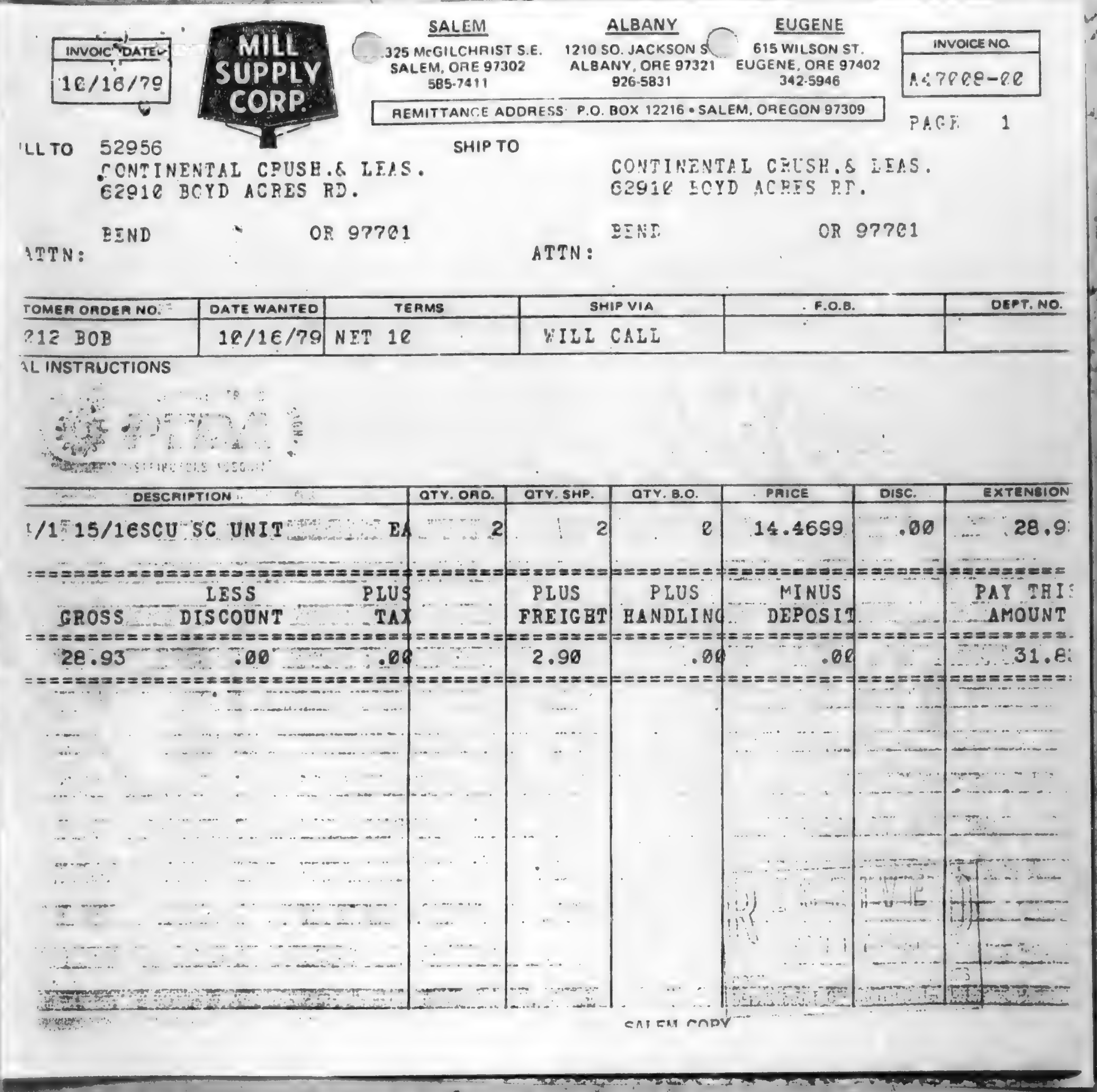
STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NC
2012	10/16/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIC
8 VEE BELT	EA	6	6	0	41.0000	.00	246.
8 VEE BELT	EA	2	2	0	13.7000	.00	27.
50 DODGE SHEAVE	EA	1	1	0	46.1700	.00	46.
7X2 3/16 TAPER LOCK BUSHING	EA	1	1	0	6.7716	.00	6.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUN
326.34	.00	.00		10.85	.00	.00		337.

RECEIVED



INVOICE DATE
10/16/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON S ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

INVOICE NO.
A47008-00

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
?12 BOB	10/16/79	NET 10	WILL CALL		

AL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
/1 15/16SCU SC UNIT EA	2	2	0	14.4699	.00	28.9

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUNT
28.93	.00	.00		2.90	.00	.00		31.8

SALEM COPY

INVOICE DATE
10/16/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBA
1210 SO. JACKSON
ALBANY, ORE 9732
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47009-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. N
2032	10/16/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

PIDA

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIC
5V670 BANDED BELT EA	3	3	0	21.9778	.00	65.

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY TH AMOUN
65.93	.00	.00	.00	.00	.00	65.

RECEIVED

SALEM COPY

INVOICE DATE
10/22/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47011-00

PAGE 1

BILL TO F7966
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
2037	10/22/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
3V750 BANDED BELT	EA	1	1	0	24.4923	.00	24.
C144 BANDED BELT	EA	1	1	0	98.5376	.00	98.5
7/16SCMU UNIT	EA	2	2	0	37.9682	.00	75.
14/1 15/16SCU SC UNIT	EA	2	2	0	14.4699	.00	28.
3/16SCU SC UNIT	EA	1	1	0	17.2086	.00	17.

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THI AMOUN
245.08	.00	.00	.00	.00	.00	245.

SALEM COPY

INVOICE DATE
10/22/7

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
121 SO. JACKSON S
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47013-00

PAGE 1

ILL TO 82956
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
2252	102279	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
10 VEE BELT	EA	4	4	0	58.1224	.00	232.4
E FLEXCO 25 PACK	EA	4	4	0	13.2790	.00	53.1

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY TH AMOUN
285.59	.00	.00	5.40	.00	.00	290.9

SALEM COPY

INVOICE DATE
11/29/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
227210-00

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

C R E D I T M E M O

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
252	11/01/79	NET 10	BEST WAY		

AL INSTRUCTIONS
A47013 NOT NEEDED. WRONG SIZE

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
2 VEE BELT	EA	4-	4-	0	58.1200	.00	232.4
S 15% RESTOCK CHG.	EA	1-	1-	0	34.8700-	.00	34.8

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THI AMOUNT
197.61-	.00	.00	.00	.00	.00	197.6

SALEM COPY

INVOICE DATE
10/23/79

MILL SUPPLY CORP.

SALEM
325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
B19950-20

PAGE 1

LL TO 52956
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
TTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
ATTN:

C R E D I T M E M O

OMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
50	09/21/79	NET 10	BEST WAY		

L INSTRUCTIONS
A45216 CUST. DIDN'T NEED

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
VEE BELT	EA	3-	3-	0	29.6604	.00	88.98
10% RESTOCKING CHARGE		1-	1-	0	8.8900-	.00	8.89
ECT STAGE BILL		1-	1-	0	.0000	.00	.00

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THIS AMOUNT
80.09-	.00	.00		2.90	.00	.00		77.19-

SALEM COPY

#2881

File L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Interstate Coatings, Inc., No. 8668	Lewis & Clark River Bridge, Clatsop County	September 10, 1979
Houck-McCall Corp., No. 8830	Crane Rock Production Project, Harney County	September 10, 1979
Coast Marine Const., Inc., No. 8853	Catching Slough (Eastside) Bridge, Coos County	September 10, 1979
David A. Mowat Co., No. 8608	Columbia Blvd. Intchge. (Col. Blvd. U'Xing), Multnomah County	September 10, 1979
Hansen Elect. Co., No. 8700	Cape Arago Hwy. @ Harrison Ave. (N. Bend), Coos County	September 17, 1979
R. L. Coats, No. 8894	Halfway Paving Project, Baker County	September 19, 1979
Roseburg Paving, Inc., No. 8813	Cedar St.-Oak St. (Oakland), Douglas County	September 19, 1979
Baker Redi-Mix, Inc., No. 8955	M.P. 40.2 - M.P. 44.0 Paving Project, Union County	September 26, 1979
Continental Crushing & Leasing, Inc., No. 8888	Paisley Rock Production Project, Lake County	September 27, 1979
Hamilton Electric, Inc., No. 8730	Pendleton/John Day Hwy. @ SW Hailey St. (Pendleton), Umatilla County	September 28, 1979
Traffic Marking Specialists, Inc., No. 8944	Grants Pass Pavement Marking, Josephine County	October 1, 1979
Linnco Elect. Co., No. 8769	1st Ave.-6th Ave. (Albany), Linn County	October 3, 1979

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats, No. 8640	Hines-Diamond Ave. (Burns) Project, Harney County	October 3, 1979
Dennis V. Snyder, No. 8838	Clackamas RR O'xing-SE 110th Ave., Clackamas Co.	October 5, 1979
R. A. Hatch Co., No. 8855	Beltline Rd. & Delta Hwy., Lane County	October 11, 197
Copeland Paving, Inc. No. 8915	Rogue River Grading & Paving Project, Jackson County	October 11, 197
M. C. Lininger & Sons, Inc., No. 8916	Rogue Valley Hwy. @ Charlotte Ann Road, Jackson County	October 11, 197

October 10, 1979 H S Coulter

H. S. Coulter, State Highway Engineer

8886

CON 5
#8888

September 28, 1979

United States Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8888 awarded to Continental Crushing & Leasing, Inc., for the Paisley Rock Production Project of the Fremont Highway in Lake County was completed on August 15, 1979, and accepted by the State Highway Engineer on September 27, 1979.

Final payment in the amount of $3,765.51 will be released to the contractor after October 3, 1979. The total contract amount is $75,310.15 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Reed
COMMISSION SERVICES

klp

cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8888 2

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Paisley Rock Production

WEEK ENDING: August 24, 1979

SECTION PREFIX: 19-8328

HIGHWAY: Fremont

COUNTY: Lake

NAME OF JOB: Paisley Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Continental Crushing & Leasing, Inc.

CONTRACT NUMBER: 8888

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 13, 1979

DATE WORK STARTED: June 20, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 7 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 76,230.00

SPECIFIED COMPLETION DATE: June 30, 1979

PERCENT OF TIME ELAPSED:

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 68,607.00

ENGINEERING AUTHORIZATION: $ 7,623.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 68,607.00

ENGINEERING COST TO DATE: $ 4,950.00

DATE PROJECT WAS COMPLETED: August 15, 1979

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 65 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	3/4 - ½	[illegible]	MAINTENANCE MATERIALS	1 - 10	TOTAL
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4000	4000		3000	10,000
TOTAL QUANTITIES CORRECTED TO DATE	4,180	4,120		3058	11,358
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,180	4,120		3058	11,358
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19				
MONDAY 20				
TUESDAY 21				
WEDNESDAY 22				
THURSDAY 23				
FRIDAY 24				
SATURDAY 18				

RECEIVED
AUG 27 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
[illegible]
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
22 WEDNESDAY	NO PROJECT ACTIVITY ALL WEEK.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate to be submitted approx. September 4, 1979

SIGNED For Wayne F. Cobine, Resident Engineer LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

1979 2nd St. & 3rd St. @ "Q" St. 8839
(Spgfld) Sec. on Spgfld. Hwy.
(Traffic signal installation)

C&a 6047 1-5-98

8889 2-4-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-HHS-1035(2)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
73508

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
2/4/82

8. FEDERAL ROUTE NUMBER
FAU 1035

9. STATE ROUTE NUMBER
Secondary 228

10. GENERAL LOCATION:

2nd street and 3rd street at "Q" street (Springfield) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 1/22/82 I approve the program change as follows:

1) Project Number: Change to read "HES-HHS-1035(2)".
2) Appn Code: Add "141".
3) Class of Federal Funds: Change to read "...& Hazard Elimination.
4) Project Data: Add "Construct channelization as directed.

RECEIVED
STATE HWY ENGR
FEB 5 '82
REFER TO
FOR

14. DATE
2/4/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8889

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

January 22, 1982

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT:
Program Change
Item No. 73508
Project No. HHS-1035(2)
2nd St. & 3rd St. @ "Q" St. (Springfield) Sec.
Lane County

I request approval of a program change to joint fund the subject project with Hazard Elimination Program funds requiring revisions as follows:

1) Project Number: Change to read "HES-HHS-1035(2)".
2) Appn Code: Add "141".
3) Class of Federal Funds: Change to read "... & Hazard Elimination.
4) Project Data: Add "Construct channelization as directed.

No additional obligation of funds is requested at this time, but will be made at PS&E stage for the installation of permanent traffic signals and channelization.

JLG:bkc

cc: General Files

88889

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	tate Oregon
MONTHLY TRANSACTION NUMBER 12-55		County Lane
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HHS-1035(2)
MODIFICATION NUMBER 3	11/21/80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 62,028.00	$ 81,628.00
Federal funds	$ 55,825.00	$ 73,465.00
Other revisions		

This modification is made for the following reasons: To include approved funds for preliminary engineering for permanent installation of traffic signals.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of November, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~XRX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 17, 1980

Federal Aid Project
No. HHS-1035(2)

2nd St. & 3rd St. @ "Q" St. (Springfield)
Springfield Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering All Required $ 24,300.00

Type Code Y031
Signal (2nd St. & 3rd St. at "Q" St.)

Total the same as previous estimate of June 12. 1980 $ 57,328.00

Length of project ---------------- 0.0. mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$24,300.00	$21,870.00	$2,430.00
Signals	57,328.00	51,595.00	5,733.00
TOTAL	$81,628.00	$73,465.00	$8,163.00

Group 1-100%
Contract 8889
Prefix 120-1920
Prefix 120-1019

STATE COPY 2

8889

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-217	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	6-18-80	Project Number HHS-1035(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 54,234.00	$ 62,028.00
Federal funds	$ 48,810.00	$ 55,825.00
Other revisions		

This modification is made for the following reasons: To include additional work under State Force Order.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of June, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 12, 1980

Federal Aid Project
No. HHS-1035(2)

2nd St. and 3rd St. @ "Q" St. (Springfield)
Springfield Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 4,700.00

Type Code Y031
Signal (2nd St. & 3rd St. at "Q" St.)

Subtotal of previous estimate of March 28, 1979	$43,261.70

Additional Item

Widen Merge Lane (S.F.O. #4)	All Required	$ 7,794.00
	Increase	$ 7,794.00
	SUBTOTAL	51,055.70
	Engineering	5,272.30
	Signal Controller Testing	1,000.00
	TOTAL	$57,328.00

Length of Project ---0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 4,700.00	$ 4,230.00	$ 470.00
Signals	57,328.00	51,595.00	5,733.00
TOTAL	$62,028.00	$55,825.00	$ 6,203.00

Group	1-100%
Contract	8889
Prefix	120-1920
Prefix	120-1019

8889 8

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-107		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER	4-16-79	Project Number HHS-1035(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,600	$ 54,234
Federal funds	$ 4,140	$ 48,810
Other revisions		

This modification is made for the following reasons: To add the Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of April, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

GPO 927 494

Gen. file

Oregon State Highway Division
Salem, Oregon, March 28, 1979

Federal Aid Project
No. HHS-1035(2)

2nd St. and 3rd St. at "Q" St. (Springfield)
Springfield Highway
Lane County

Revised Project Agreement Estimate.

Type Code PE Preliminary Engineering	All Required		$ 4,700.00
Type Code Y031 Signal (2nd St. & 3rd St. at "Q" St.)			
Temporary Protection and Direction of Traffic	All Required		$ 646.00
Temporary Signs	222 Sq.Ft.	$ 4.85	1,076.70
Flagmen	40 Hour	5.00	200.00
Traffic Signal Installation, Complete	All Required		20,234.00
			$22,156.70
Anticipated Items			
Permanent Pavement Striping	All Required		$ 500.00
State Furnished Signal Material (S.F.)	" "		20,605.00
			21,105.00
	Subtotal		$43,261.70
	Engineering		5,272.30
	Signal Controller Testing		1,000.00
	Total		$49,534.00

Length of Project - - - - - - - - - - - - - - - - 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 4,700	$ 4,230	$ 470
Signals	49,534	44,580	4,954
Total	$54,234	$48,810	$5,424

Group 1 100%
Contract No. 8889
Prefix: 120-1920
Prefix: 120-1019

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-80	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-8-78	te Oregon County Lane Project No. HHS-1035(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. "Q" St. Intersection

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-28-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 4,600.00	FEDERAL FUNDS $ 4,140.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 24, 1978

2nd St. & 3rd St. @ 'Q' St. (Springfield) Section City Street in Lane County	Federal Aid Project No. HHS-1035(2)

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$4,600.00
	Total	$4,600.00

Length of Project . . . 0.0 Mile

Summary of Funds

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 4,600.00	$ 4,140.00	$ 460.00
Retain in Program (Contract Work)	60,000.00	54,000.00	6,000.00
Total	$64,600.00	$58,140.00	$6,460.00

Group 1 - 100%
Prefix: 120-1920
Pro Rata 90.0%

#8887 11-5-80 L

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible]-1035(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. 73508

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENG.
NOV 10 '80
REFER TO Moehring
FOR

11-10
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-15-79

FEDERAL ROUTE NUMBER FAU 1035

STATE ROUTE NUMBER Secondary 228

GENERAL LOCATION:

Second Street and Third Street at "Q" Street (Springfield)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PS&E approval letter of 2-15-79 authorizing temporary installation of traffic signals is amended to include "Preliminary Engineering charges for work necessary to develop plans for permanent traffic signalization is eligible even though PS&E approval has been granted for temporary work."

DATE 11-3-80

SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1975-631-086

11-3-80

#8389

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-1035(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. 73508

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-10
orig

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO Machring
FOR

Info	Moves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-3-80

FEDERAL ROUTE NUMBER FAU 1035

STATE ROUTE NUMBER Secondary 228

GENERAL LOCATION: Second St. & Third Street at "Q" Street (Springfield)

GENERAL DESCRIPTION OF WORK: Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-28-80, I approve the revised Preliminary Engineering Costs to a TEC of $24,300, Federal funds $21,870 for permanent installation of traffic signals.

(Increase TEC $19,700, Federal funds $17,730.)

DATE 11-3-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973-031-858

1889

ROW 3

STATE OF OREGON

INTEROFFICE MEMO

TO: Tony Viducich
Title Supervisor

DATE: 2-12-80 ~~August 22, 1980~~

FROM: J. B. Boyd
Right of Way Manager

J B Boyd

SUBJECT: Prepare For Purchase
Of Right-Of-Way
2nd & 3rd Streets at
"Q" Street
Eugene-Springfield
Highway

Please obtain the necessary vesting deed coverage on properties indicated in the blue and red area of the attached map. After deeds and maps are obtained from the Railroad we will request programming of this small piece of right-of-way in order that the two projects of different origins may be developed.

JBB:jh
attach.

cc: L. W. Rulien
Bud Shirley
Glen Clark
Neil Flanagan
Roger Trygstad

NOTED
A. J. VIDUCICH

9-16 Now on file are the deeds requested. Also see title co's own letter. B

9/19/80 Henry Say Shirley co working on survey – we will await routine submittal.
JB
cc Rulien

RECEIVED
STATE HWY ENGR
SEP 22 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

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Contains
Recycled
Materials
81-123-1387

SP*75683

8889

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-620

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9/3/80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HHS-1035(2)
COMPLETION DATE 5/7/78	ACCEPTANCE DATE BY CONTRACT AGENCY 8/16/79	TIME ELAPSED 45 %	CONTRACT TIME 60 days
APPROVED EXTENSIONS None	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

2nd ST. AND 3rd ST. AT "Q" ST.
SPRINGFIELD HWY.
Traffic Signals

Project provided for multiphase at the subject intersection.

Project was constructed in accordance with the contract requirements.

RECEIVED
STATE HWY ENGR
SEP 9'80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9-9
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 9-8-80	TITLE Field Operations Engineer	DATE 9-8-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

881

9-7

COPY FOR MR. File
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc., No. 8809	30th St. & Melbourne Ave. @ Marine Dr. (Astoria), Clatsop County	August 13, 1979
Robles Construction, No. 8765	Armitage State Park, Lane County	August 13, 1979
J. B. Steel, Inc., No. 8815	Grayback Cr.-Lake Cr. (M.P. 11.8, 18.2 & 18.4), Josephine County	August 13, 1979
Bob Angell, Inc., No. 8840	N. City Limits-Ocean Blvd. (Coos Bay), Coos County	August 16, 1979
Roy E. Ladd, Inc., No. 8310	Slater Creek-Mystic Creek, Douglas County	August 16, 1979
Hamilton Construction Co., No. 8823	Hurricane Creek Bridge, Wallowa County	August 16, 1979
Hamilton Electric, Inc., No. 8889	2nd St. & 3rd St. @ "Q" St. (Springfield), Lane County	August 16, 1979
Roy E. Ladd, Inc., No. 8538	SE Market St. U'Xing., Multnomah County	August 20, 1979
Garland Pacific Const., No. 8549	Valley River Bicycle/Ped. Bridge, Lane County	August 22, 1979
F. H. McEwen Construction, No. 8430	Eagle Creek-Klamath County Line, Lane County	August 22, 1979
Coast Marine Const., Inc., No. 8868	Herman Creek Bridge, Hood River County	August 22, 1979

Contractor and Contract No.	Section and County	Acceptance Date
Continental Crushing & Leasing, Inc., No. 8892	Richmond Rock Production Project, Wheeler County	August 22, 1979
Miller Construction Co. No. 8816	Bully Creek Bridge (Vale) Malheur County	August 23, 1979
Hamilton Electric, Inc. No. 8649	Murray Blvd. @ Butner Rd. Washington County	August 23, 1979
Rogue River Paving Co., Inc., No. 8805	Rogue Valley Hwy. @ South Stage Road, Jackson County	August 23, 1979
Baldwin & Sutherland, Inc. No. 8793	N. Main St.-Oregon/Washington Hwy. (Milton-Freewater) Umatilla County	August 23, 1979
E. H. Itschner Co. No. 8929	Long Creek Project Grant County	August 23, 1979
Hamilton Electric, Inc. No. 8799	Koosbay Blvd. @ Bayshore Dr. (Coos Bay), Coos County	August 23, 1979
J. C. Compton Co. No. 8721	S. Ashland Intchge.-Calif. State Line, Jackson County	August 27, 1979
Columbia West Matl's & Constructors, Inc., No. 8810	Vine St.-Scappoose High School (Scappoose), Columbia County	August 30, 1979
Hamilton Electric, Inc., No. 8704	McKenzie Hwy. @ S. 32nd St., (Springfield), Lane County	August 30, 1979
S. D. Spencer & Son, No. 8363	Fairgrounds Intchge.-Roberts Creek, Douglas County	August 31, 1979

September 7, 1979

H. S. Coulter, State Highway Engineer

8889

2

August 20, 1979

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Gentlemen:

Contract No. 8889 awarded to Hamilton Electric, Inc., for traffic signal installation on 2nd Street and 3rd Street at "Q" Street in Springfield, Lane County, was completed on May 7, 1979, and accepted by the State Highway Engineer on August 16, 1979.

Final payment in the amount of $1,066.29 will be released to the contractor after August 27, 1979. The total contract amount is $21,306.82 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Hamilton Electric, Inc.
232 West 5th Street
Eugene, OR 97440

Smith & Crakes, Inc.
58 W. 11th Avenue
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8889

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 24, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Dave Canfield
for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HHS-1035(2)

Contract 8889, Work Completed May 7, 1979

Project 2nd St. & 3rd St. @ "Q" St. (Springfield)

Highway Springfield

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 7/10/79

G. K. Hosmer
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 15 '79
REFER TO
FOR
✓

Form 81-734-3122 (Rev. 7-77)

8788

7 - 79

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.
S-1035(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
73508

COUNTY NAME
Lane

PROGRAM STAGE *(Check)*
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '79
REFER TO.
FOR
Info | Inves | 3/D | D/R | Sign | Act | File

7-24

DATE PS&E APPROVED
2-15-79

DATE AUTHORIZATION EFFECTIVE
7-23-79

FEDERAL ROUTE NUMBER
FAU 1035

STATE ROUTE NUMBER
Secondary 228

GENERAL LOCATION:
2nd St/3rd St at "Q" St. (Springfield)

GENERAL DESCRIPTION OF WORK:
Widen merge land on 2nd St. by removing existing curb, excavating material and installing new curb and paving. Relocate one catch basin, existing signing and restriping crosswalk and island.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of July 9, 1979 and based on the data submitted you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 at a total estimated cost of $5,700 with Federal participation of $5,130.

DATE
7-23-79

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U. S. GOVERNMENT PRINTING OFFICE: 1970-831-008

#0879

☆ U. S. GOVER[illegible] 625-985

STATE COPY

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7-10-79

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH: Jim Gix and Ellis Jones

DATE OF INSPECTION 7/10/79	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. HHS-1035(2)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 43 %	WORK COMPLETED 100 %

2nd ST. and 3rd AT "Q" ST.
SPRINGFIELD
Traffic Signal Installation

Project Description

The project provided multi-phase traffic signals at the intersection of 2nd Street and 3rd Street with "Q" St.

Scope of Inspection

The completed signal installation was reviewed in the field.

Findings

The completed work appeared satisfactory and acceptance is recommended.

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

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FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8889 -

REPORT NO. 11

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 2ND & 3RD STREETS AT "Q" STREET (SPRINGFIELD)		WEEK ENDING: 9 JUNE 1979
		SECTION PREFIX: 120-1019
	HIGHWAY: SPRINGFIELD HWY	COUNTY: LANE
NAME OF JOB: 2ND & 3RD STS @ "Q" STREET	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 8889	FEDERAL AID PROJECT NUMBER: HHS-1035(2)
DATE OF CONTRACT: 13 MARCH 1979	DATE WORK STARTED: 29 MARCH 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 25
PROJECT AUTHORIZATION: $ 50679.65	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 41.7%
EXCLUSIVE OF ENGINEERING: $ 46253.48	ENGINEERING AUTHORIZATION: $ 4426.17	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 43810.68	ENGINEERING COST TO DATE: $ 4259.38 THIS WEEK 0.0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.7%
ESTIMATED PERCENT: UNDERRUN 5.3 %	PERCENT OF AUTHORIZATION: 96.2 %	DATE PROJECT WAS COMPLETED: 7 MAY 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

XXXXXXXNO.	TRAFFIC SIGNAL						
PERCENT	100.%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	PARTLY CLOUDY	0		
TUESDAY	MOSTLY CLOUDY	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	CLEAR	0		
FRIDAY	CLEAR	0		
SATURDAY		0		

K

RECEIVED
JUN 11 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins X
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	2nd & 3rd Sts @ "Q" Street(Springfield)-for week of June 3 thru 9, 1979.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Next week: Semi-final to be submitted 6-11-79.--- FINAL REPORT.

NOTE: Semi-final complete except for certified payrolls from Brothers Concrete Cutting. 3rd notification will be submitted when payrolls received.

SIGNED Ellis H Jones LOCATION Eugene
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8889

2

March 8, 1979

Lane County
125 East 8th Avenue
Eugene, Oregon 97401

Attn: Al Driver
Director-Dept. of Public Works

Gentlemen:

On March 8, 1979 a satisfactory bid was received from Hamilton Electric Inc., 234 W. 5th Avenue, Eugene, Oregon 97401 for Installation of Traffic Signals on 2nd and 3rd Streets at "Q" Street. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$22,156.70
Permanent Pavement Striping	$ 500.00
State Furnished Signal Material	20,605.00
Signal Controller Testing	1,000.00
4½% Contingencies	1,991.78
ESTIMATED TOTAL COST	$46,253.48

County's Advance Deposit:
10% of $46,253.48 = $4,625.35 or say $4,600.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 30, 1979.

Please make your check for $4,600.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

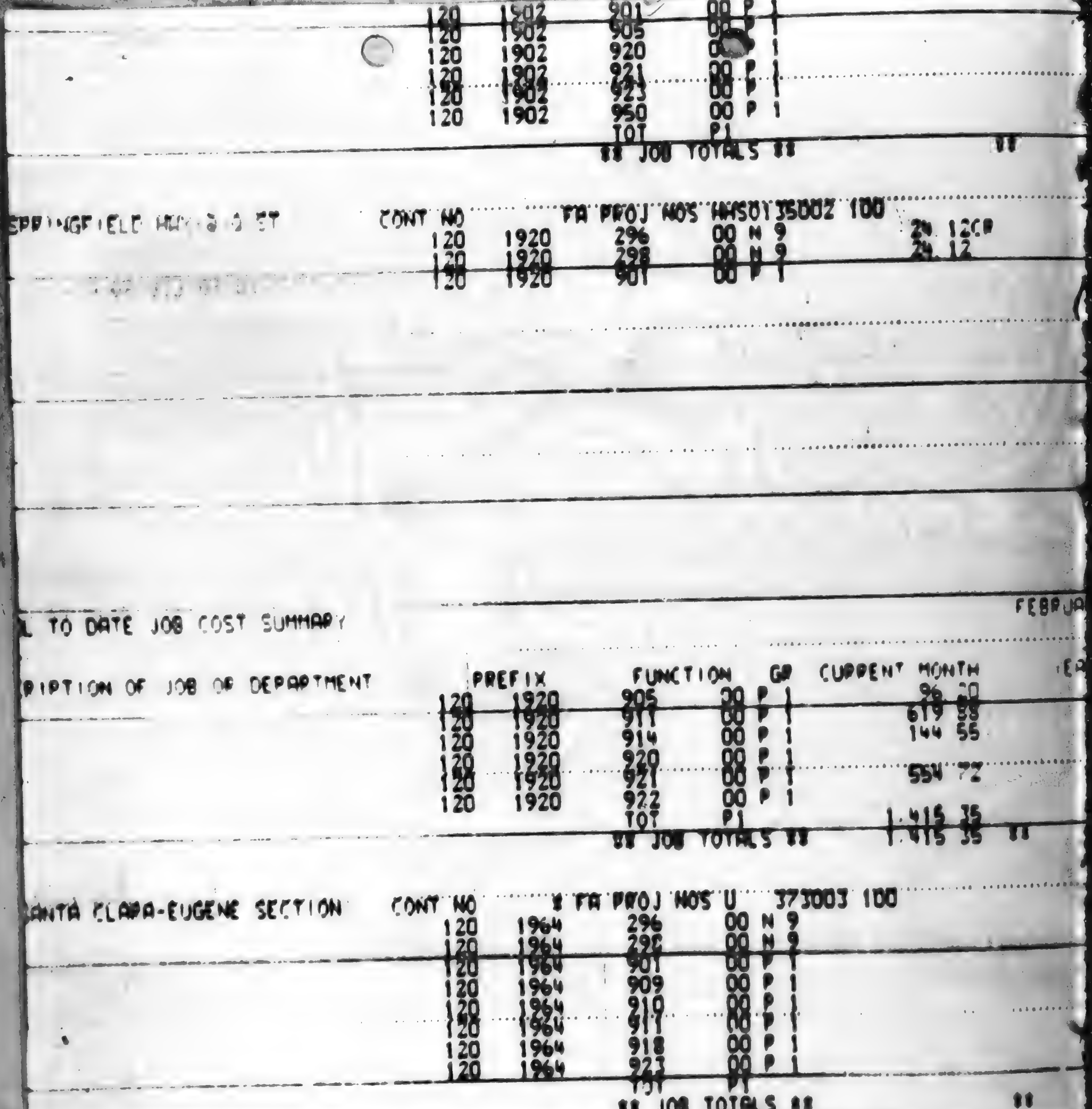
Approved by County 3-9-79 H.

Rec. Check notified 4-2-79 - Ayres & Cont. Awarded. H.

FH:pf

bcc w/AD # 599: Region 3 Federal Aid Specialist
Vern Skoog-Please return completed AD # 599
when check is received.

MB



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                                     120   1902    901      00 P 1
                                     120   1902    905      00 P 1
                                     120   1902    920      00 P 1
                                     120   1902    921      00 P 1
                                     120   1902    923      00 P 1
                                     120   1902    950      00 P 1
                                                   TOT      P1
                                               ** JOB TOTALS **                      **

SPRINGFIELD HWY-[illegible] ST      CONT NO       FA PROJ NOS HHS0135002 100
                                     120   1920    296      00 N 9          24.12CR
                                     120   1920    298      00 N 9          24.12
                                     120   1920    901      00 P 1



                                                                                     FEBRUA
L TO DATE JOB COST SUMMARY

RIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH       E
                                     120   1920    905      00 P 1          96 20
                                     120   1920    911      00 P 1         619 88
                                     120   1920    914      00 P 1         144 55
                                     120   1920    920      00 P 1
                                     120   1920    921      00 P 1         554 72
                                     120   1920    922      00 P 1
                                                   TOT      P1           1,415 35
                                               ** JOB TOTALS **          1,415 35    **

ANTA CLARA-EUGENE SECTION    CONT NO      * FA PROJ NOS U   373003 100
                                     120   1964    296      00 N 9
                                     120   1964    298      00 N 9
                                     120   1964    901      00 P 1
                                     120   1964    909      00 P 1
                                     120   1964    910      00 P 1
                                     120   1964    911      00 P 1
                                     120   1964    918      00 P 1
                                     120   1964    923      00 P 1
                                                   TOT      P1
                                               ** JOB TOTALS **                      **
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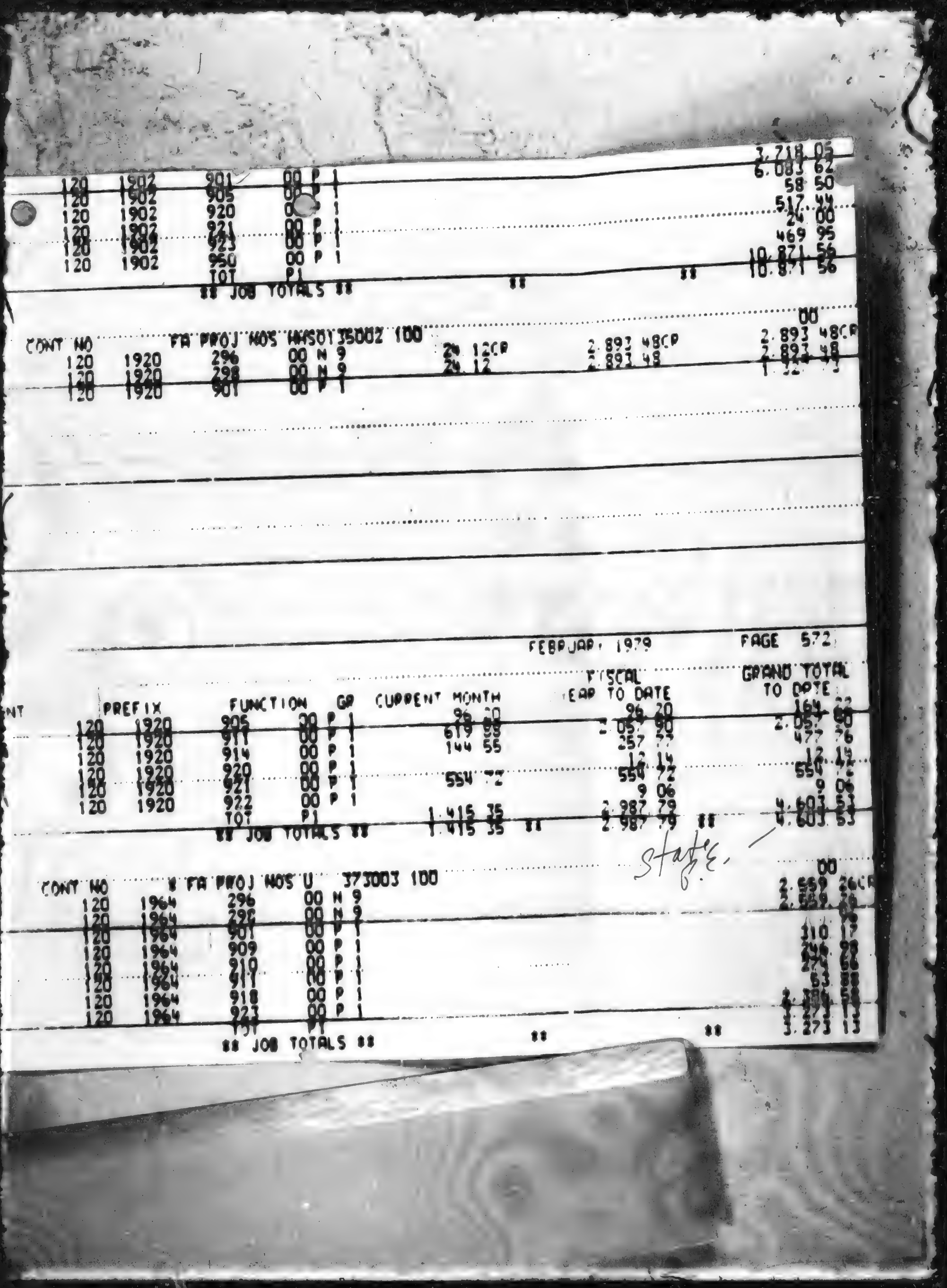

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                                                                              3.718 05
     120   1902     901        00 P 1                                         6.083 62
     120   1902     905        00 P 1                                            58 50
     120   1902     920        00 P 1                                           517 44
     120   1902     921        00 P 1                                            24 00
     120   1902     923        00 P 1                                           469 95
     120   1902     950        00 P 1                                        10.871 56
                    TOT        P1                                            10.871 56
                 ** JOB TOTALS **               **                 **

                                                                                 00
 CONT NO          FA PROJ NOS HHS0135002 100                                  2.893 48CR
     120   1920     296        00 N 9      24 12CR        2.893 48CR          2.893 48
     120   1920     298        00 N 9      24 12          2.893 48            [illegible]
     120   1920     901        00 P 1


                                                  FEBRUARY, 1979         PAGE  572

                                                       FISCAL            GRAND TOTAL
                                                    YEAR TO DATE           TO DATE
 NT        PREFIX       FUNCTION   GR  CURRENT MONTH                         164 22
     120   1920     905        00 P 1        96 20         96 20           2.057 90
     120   1920     911        00 P 1       619 99      2.057 90             477 76
     120   1920     914        00 P 1       144 55        257 77              12 14
     120   1920     920        00 P 1                      12 14             554 72
     120   1920     921        00 P 1       554 72        554 72               9 06
     120   1920     922        00 P 1                       9 06           4.603 53
                    TOT        P1         1.415 35      2.987 79           4.603 53
                 ** JOB TOTALS **         1.415 35  **  2.987 79  **
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stafe.

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                                                                                 00
 CONT NO        * FA PROJ NOS U   373003 100                                  2.559 26CR
     120   1964     296        00 N 9                                         2.559 26
     120   1964     298        00 N 9                                         [illegible]
     120   1964     901        00 P 1                                            310 17
     120   1964     909        00 P 1                                            246 98
     120   1964     910        00 P 1                                            274 66
     120   1964     911        00 P 1                                             63 88
     120   1964     918        00 P 1                                         2.[illegible]
     120   1964     923        00 P 1                                         3.273 13
                    TOT        P1                                             3.273 13
                 ** JOB TOTALS **                  **                 **
```

8889.

PROJECT MANAGEMENT OFFICE MEMO

8

Date Feb. 26, 1979

Subject 2nd + 3rd @ Q (Springfield) File No. Others.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Jack Ayres- Phone

Reason for contact and general discussion: Status of Project.- Project is ready to go. There was no request to review Project by County. Jack had seen no plans - Neither had I. He will contact R/W and have them submit R/W Certification due to previous holdup over R/R Property. Region said project clean enough.

Signature J. Hildebrandt

RP

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Springfield

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/21/79

Donald L. Trout
by Lyle K. Watson

3-8-79 Bid Letting ____________ All Clear Deadline

SECTION 2ND & 3RD STS. @ "Q" ST. (SPRINGFIELD)
Highway ____________
County Lane Region 3
Type of Work Signals Funds ____________
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
						Project originally Cleared for
EIS						a GSA contract by State Forces.
Negative Declaration						State Forces do not have time or
Project Assessment						personnel. Cleared by FHWA previously.
Write-off Letter						

PERMITS:						
Division of State Lands						
D.O.G.M.I.						
Corps of Engineers						
Coast Guard						
Co. Conditional Use						
NPS Air Pollution						
NPS Water Pollution						

CULTURAL:						
Cultural Survey						
Cultural Salvage						

NOISE:						
Noise Study						

8889

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

D E Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT PS&E Authorization Request

PS&E documents have been submitted to your department for the 2nd St. and 3rd St. @ "Q" St. in Springfield (Signals), Project No. HHS-1035(2) and, accordingly, we are requesting your authorization for a 2 week and two day advertising period to begin on February 20, 1979 and for bids to be received on March 8, 1979, in accordance with FHPM 6-4-1-6, paragraph 7.

We believe the less than 3 week advertising period is essential on this project because of the high accident experience at this intersection recently. This is a temporary project; we are estimating that a permanent installation will be made in two years.

The installation of these signals was authorized by the FHWA to be done by state forces on December 8, 1978. They were unable to complete the work because of prior commitments; therefore, we are requesting this authorization be rescinded simultaneously with the herein requested authorization.

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

I certify that to the best of my knowledge that no additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

Specified products are included in these projects that have been approved in FHPM memorandum dated March 9, 1964 and supplements thereto. A public interest finding has been made for their use.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

In conformance with FHPM 6-4-2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject projects will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places.

DAR:dmc

8889 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

2-15-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-1035(2)

PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 73508

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
[illegible] 2 '79
REFER TO
[illegible]
FOR

DATE PS & E APPROVED	2-15-79
DATE AUTHORIZATION EFFECTIVE	2-15-79
FEDERAL ROUTE NUMBER	FAU 1035
STATE ROUTE NUMBER	Secondary 228

GENERAL LOCATION:

2nd St. & 3rd St. at "Q" St. (Springfield)

GENERAL DESCRIPTION OF WORK:

Temporary Installation of Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping $500
State Furnished Signal Material (SF) $20,605

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Swan's February 15, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $55,195 - Federal Funds $49,675.

A signed copy of the Title Sheet is returned herewith.

Full salvage value will be credited to federal funds for State furnished materials when permanent installation is made unless incorporated in the permanent installation.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-15-79		for Division Administrator

5

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8489 2-15-79 8

LETTER OF APPROV AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-1035(2)

TE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM NO.

ITEM NO. 73508

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 21 '79
REFER TO
FOR
Info Sign Act File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-15-79

FEDERAL ROUTE NUMBER FAU 1035

STATE ROUTE NUMBER Secondary 228

GENERAL LOCATION:

2nd St. & 3rd St. at "Q" St. (Springfield)

GENERAL DESCRIPTION OF WORK:

Withdraw Authorization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PR 1240, dated December 8, 1978, with an authorization date of December 8, 1978, approving the use of State Forces and authorization to proceed with temporary installation of traffic signals is withdrawn. Installation will be accomplished by contract method instead,as per Mr. Swan's letter of February 15, 1979.

DATE 2-15-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

5

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-8-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-1035(2)

STATE PROJECT NO.
See below

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
73508

TO:

Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 12-8-78	DATE AUTHORIZATION EFFECTIVE 12-8-78	FEDERAL ROUTE NUMBER FAU 1035 STATE ROUTE NUMBER Secondary 228

GENERAL LOCATION:

2nd St. & 3rd St. at "Q" St. (Springfield) Section

GENERAL DESCRIPTION OF WORK:

Install temporary traffic signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - ~~PROCEED ON AN~~ [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested, you are authorized to proceed with the temporary installation of signals estimated to be $25,000 Federal funds $22,500. PS&E documents, as represented by SFO #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

Swan
12-19

DATE 12-8-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8889

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 1, 1978

In reply refer to: HFO.8-OR

SUBJECT: Oregon Project HHS-1035(2)
2nd St. & 3rd St. at "Q" St. (Springfield)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

Mr. Swan's letter of October 12, 1978 requested approval of a temporary installation for multiphase traffic signals on the subject project by State forces. This request is approved subject to the following conditions:

1. If new equipment (heads and controllers) is used, it should conform to that required for the permanent installation.

2. If new equipment is not used, consideration should be given to the use of heads and controllers from maintenance stock and returned to maintenance upon completion of the permanent installation.

G. L. Green

NOTED
F. B. KLABOE

cc:
ODOT (L E George)
ODOT (D E Swan)

RECEIVED
DOT OPERATIONS
NOV 0[illegible] '78
REFER TO [illegible]
FOR
Info | Inves | A/D | D/R | Sign | Act | File

9889

Springfield

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 20, 1978

FROM: J. B. Boyd
Right of Way Manager

J B Boyd

SUBJECT: Installation Project
2nd & 3rd & Q Streets
[redacted]

TO: Tony Viducich
Title Supervisor

The Traffic Section has requested that we prepare descriptions for the areas shown on the attached map. Please obtain vesting deeds in that descriptions may be prepared and programming obtained.

JBB:jk

cc: Dave Moehring w/attach.
Bud Shirley w/attach.
Virgil Wilson w/attach.
Glen Clark w/attach.
Floyd Scott w/attach.
Roger Trygstad w/attach.

7B-31-20

8F-8-2

Old R.R. File 31831

R.R. Agreement 606

RECEIVED
SEP 20 1978
ENGINEERING SECTION

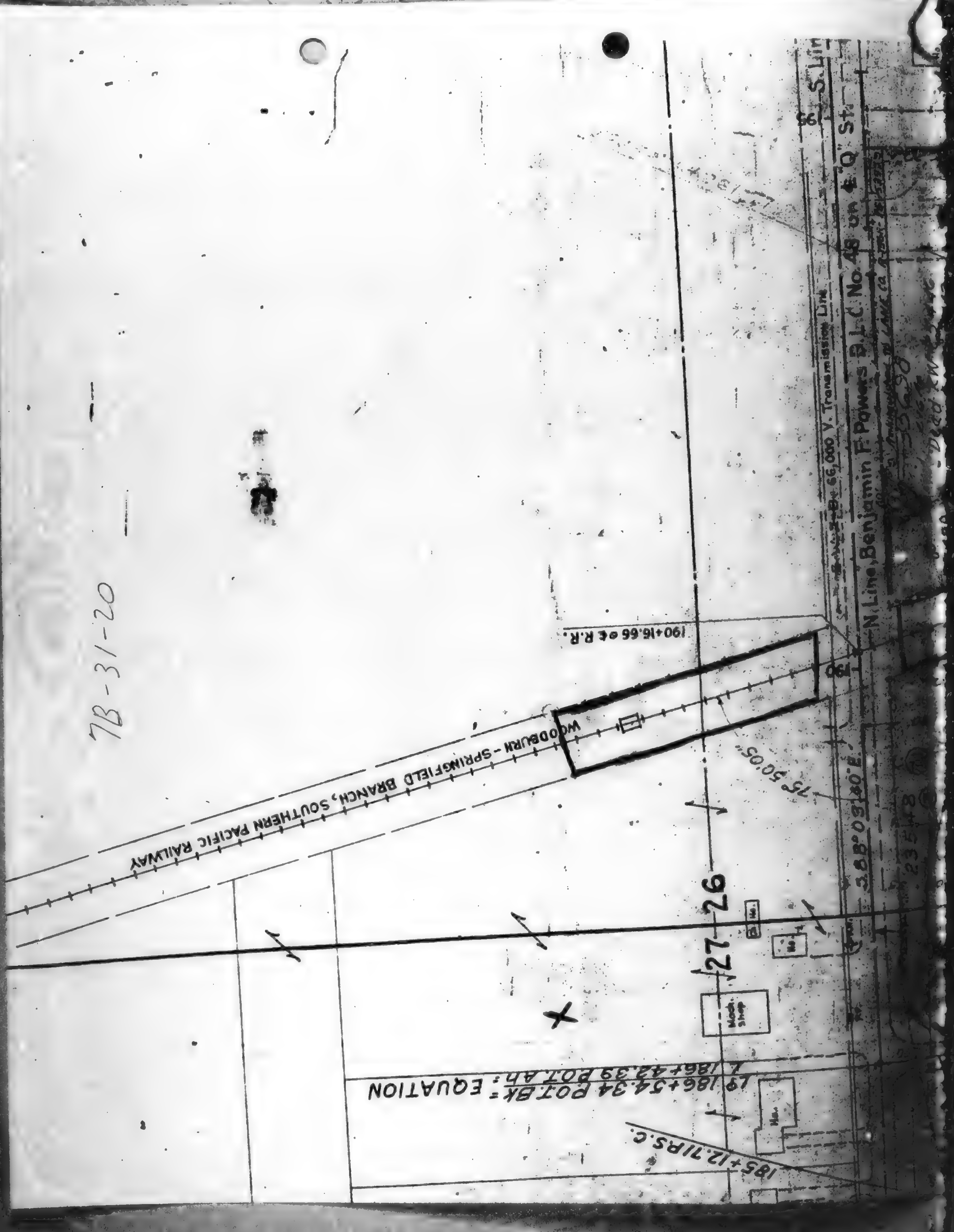
___ Versteeg ___
___ Christensen ___
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
✓ Scott S
___ Savage ___

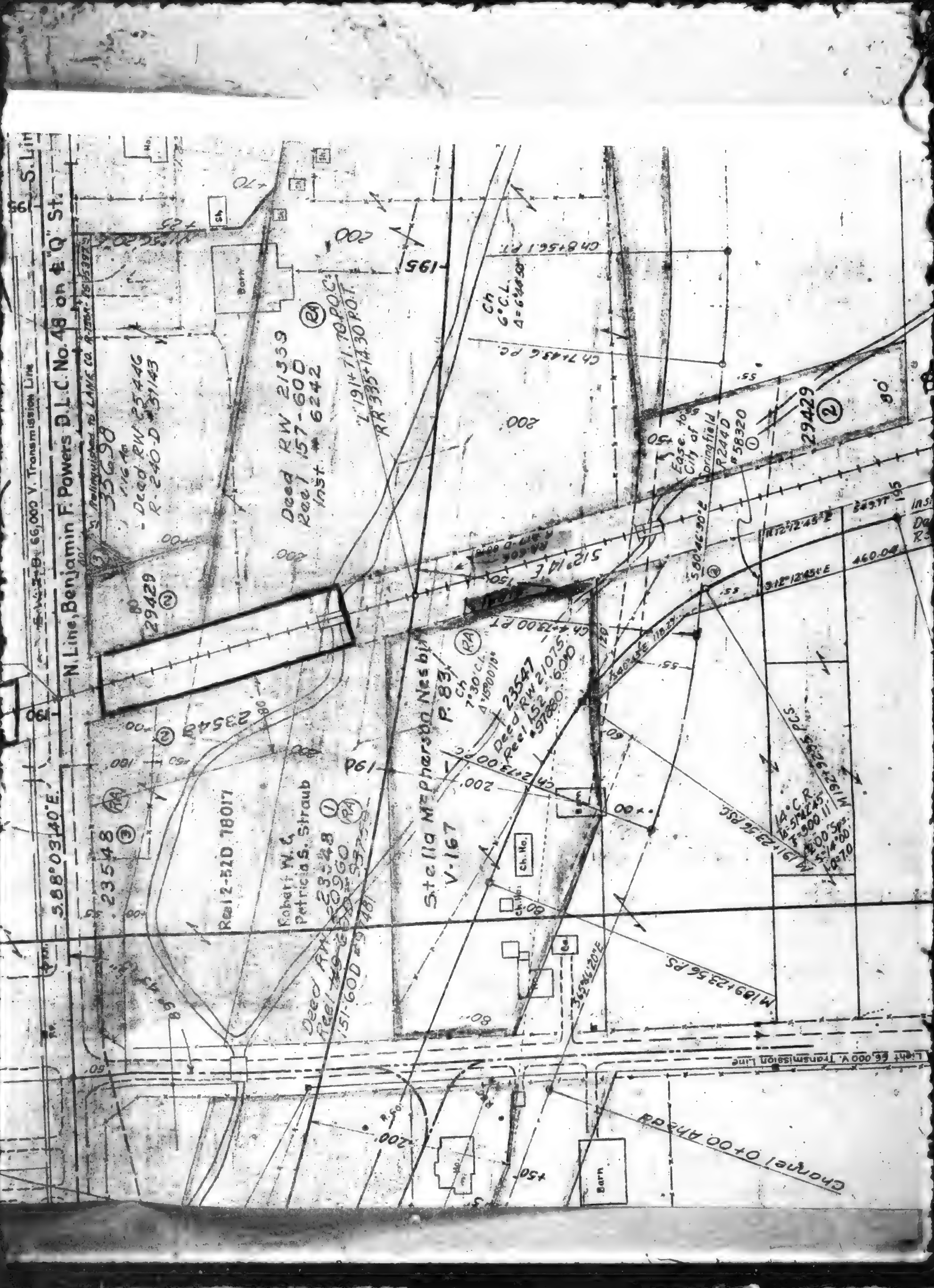
___ Trout ___
Do Not File
Return To ___
Bring Up ___/___/___
Action ___

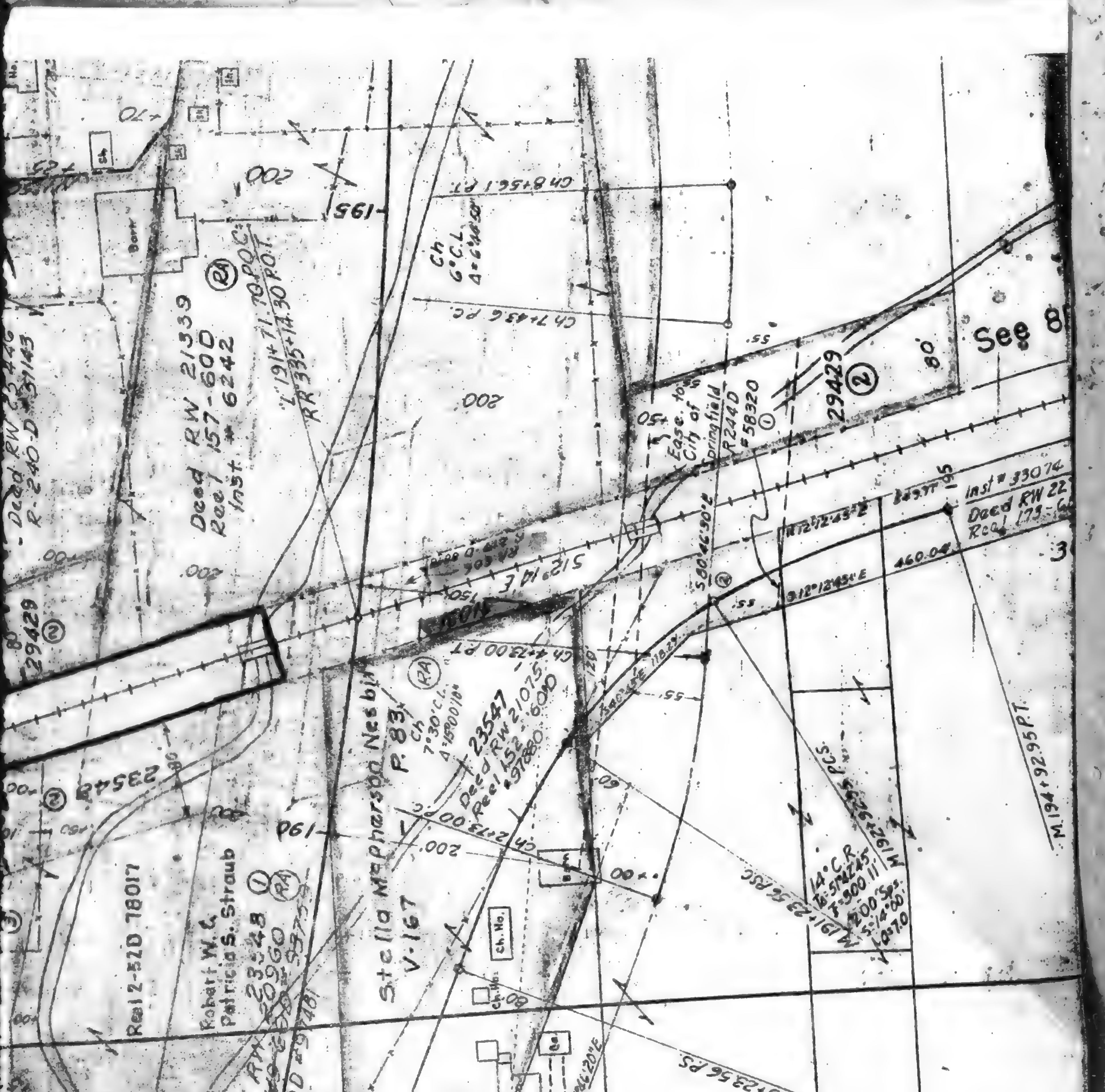
Nothing to do yet

Check with Glen Clark about Nov. 1

V.b. [illegible] ck.


7B-31-20
WOODBURN - SPRINGFIELD BRANCH, SOUTHERN PACIFIC RAILWAY
190+16.66 on ℄ R.R.
75°50.05'
27
26
Mach. Shop
No.
℄ 186+54.34 P.O.T. Bk = EQUATION
℄ 186+42.39 P.O.T. Ah.
185+12.71 R.S.C.
S. Lin
95
"Q" St.
66,000 V. Transmission Line
N. Line, Benjamin F. Powers D.L.C. No. 48 on ℄ "Q" St.
S 88°03'40" E
235.48
X


N. Line, Benjamin F. Powers D.L.C. No. 48 on ℄ "Q" St.
S.88°03'40"E.
66,000 V. Transmission Line
St. Relinquished to LANE CO.
Barn
33698
Deed RW 25446
R-240-D #31143
29429
Deed RW 21339
Reel 157-60D
Inst. #6242
191+71.70 P.O.C.
RR 335+14.30 P.O.T.
Ch. 6° C.L.
Ch 8+56.1 P.T.
Ch 7+45.6 P.C.
195
200
S.12°14'E
Ease. to City of Springfield R244D #58320
29429
S.00°46'30"E
S.12°12'45"E
460.04
Ch 4+73.00 P.T.
Ch 2+73.00 P.C.
Ch 7°30' C.L.
Stella McPherson Nesbit
P. 83
V. 167
23547
Deed RW 21075
Reel 152-60D
#97880
23548
Reel 2-32D 78017
Robert W. & Patricia S. Straub
23528
Deed RW
Reel 151-60D
190
14° C.R.
M 191+23.56 P.S.C.
M 189+23.56 P.S.
S.45°46'20"E
Barn
Channel 0+00 Ahead
66,000 V. Transmission Line
200
150



Deed RW 21339
Reel 157-60D
Inst # 6242
RA
L 191+71.70 P.O.C.
RR 335+14.30 P.O.T.
Deed RW 23446
R. 240-D # 31143
Barn
Ch.
200'
195
170
Ch 8+56.1 P.T.
Ch 7+43.6 P.C.
Ch
6° C.L.
Δ=6°48'50"
200'
Ease. to
City of
Springfield
R 244 D
# 58320
①
29429
②
80'
See 8
55'
150
S 12°14' E
Ch 4+73.00 P.T.
RA
Ch
7°30' C.L.
Δ=15°00'10"
Deed 23547
Deed RW 21075
Reel 152-60D
# 97880
Stella McPherson Nesbitt
P. 83
V. 167
Ch 2+73.00 P.C.
200'
190
29429
②
23548
②
Reel 2-52D 78017
Robert W. G.
Patricia S. Straub
23548
①
RA
Deed RW 20960
Reel 151-60D # 97481
S 00°46'50" E
S 40°45' E 118.27
S 12°12'43" E
S 12°12'43" E
460.04
55'
120
60'
195
Inst # 33074
Deed RW 22
Reel 173-60
M 194+92.95 P.T.
M 192+92.95 P.C.S.
14° C.R.
Ts=574.45
T=300.11
L=200' Sps.
S=14°00'
Δ=27°0'
M 191+23.56 P.S.C.
M 189+23.56 P.S.
Ch. Ho.
Ch. Ho.
Barn
Gar.
S 5°46'20" E
80'
ST.
Power & Light 66,000 V. Transmission Line
Channel 0+00 Ahead
200'
+50
Ho.
Barn

[illegible]
and year in this certificate first above written.

Notarial Seal.

[illegible]
Notary Public in and for [illegible]
County and State. [illegible]

- - - - - - - - - -000- - - - - - - - -

WARRANTY DEED

Oregon and California Railroad Company) Filed for Record Jun 10, 1937, 9:00 o'clock A.M.
to) W. B. Dillard, County Clerk,
Southern Pacific Company) By Eva L. Duckworth, Deputy.

KNOW ALL MEN BY THESE PRESENTS, that OREGON AND CALIFORNIA RAILROAD COMPANY, a corporation duly incorporated and existing under the laws of the State of Oregon, in consideration of Ten Dollars to it paid by SOUTHERN PACIFIC COMPANY, a corporation, created by and existing under laws of the State of Kentucky, does hereby grant, bargain, sell and convey to said Southern Pacific Company, its successors and assigns, the following described property, situated in the State of Oregon:

(a) All of the following described lines of railroads of the Oregon and California Railroad Company in the State of Oregon, viz:

1. Commencing at the boundary line between the States of California and Oregon, in Jackson County, State of Oregon; thence northerly through the Counties of Jackson, Josephine, Douglas, Lane, Linn, Marion, Clackamas and into Multnomah County, all in State of Oregon, via Ashland, Talent, Phoenix, Medford, Central Point, Gold Hill, Rogue River, Grants Pass, Glendale, Riddle, Myrtle Creek, Roseburg, Sutherlin, Oakland, Yoncalla, Drain, Cottage Grove, Creswell, Eugene, Junction City, Halsey, Harrisburg, Albany, Jefferson, Turner, Salem, Gervais, Woodburn, Hubbard, Aurora, Barlow, Canby, Oregon City, Gladstone, Milwaukie to Portland, in said Multnomah County, a distance of 367.45 miles, as near as may be.

2. Commencing at Whiteson, in Yamhill County, thence southerly through said Yamhill County and into Polk County, all in State of Oregon via Dallas and Monmouth to Airlie in said Polk County, a distance of 24.35 miles, as near as may be.

3. Commencing at Eugene, in Lane County, State of Oregon, thence westerly in said Eugene, a distance of 1.05 miles, as near as may be.

4. Commencing at Salem in Marion County, State of Oregon, thence easterly to Geer in said Marion County, a distance of 6.81 miles, as near as may be.

5. Commencing at Albany in Linn County, State of Oregon, thence easterly in said Albany, a distance of 0.14 miles, as near as may be.

6. Commencing at Canby, in Clackamas County, State of Oregon, thence easterly in said Canby, a distance of 0.03 miles, as near as may be.

7. Commencing at St. Joseph, in Yamhill County, thence northeasterly through the Counties of Yamhill, Washington, Clackamas and into Multnomah County, all in State of Oregon, via Lafayette, Dayton, Dundee, Newberg, Sherwood, Tualatin, Oswego to Portland, in said Multnomah County, a distance of 34.94 miles, as near as may be.

7a. Commencing at Newberg, in Yamhill County, State of Oregon, thence through Newberg to Meridian, in said county, a distance of 1.08 miles, as nearas may be.

8. Commencing at Springfield, in Lane County, State of Oregon, thence easterly to Natron, in said Lane County, a distance of 5.80 miles, as near as may be.

9. Commencing at Page, in Linn County, State of Oregon, thence southeasterly to Tallman, in said Linn County, a distance of 7.67 miles, as near as may be.

10. Commencing at Mohawk Junction in Lane County, State of Oregon, thence northeasterly, to Wendling in said Lane County, a distance of 15.76 miles, as near as may be.

11. Commencing at Corvallis, in Benton County, thence northerly through the Counties of Benton, Polk, Yamhill, Washington and into Multnomah County, all in State of Oregon, via Cor-within [illegible] Amity, [illegible] Beaverton, [illegible], in said [illegible] County, a [illegible]

10. Commencing at [illegible] in Washington County, [illegible] Grove to [illegible]ching, in said Washington County, a distance of [illegible]

11. Commencing at [illegible], in Washington County, [illegible] in said county, a distance of 1.[illegible] miles, as near as may be.

12. Commencing at [illegible] Oregon, to Sheridan, in said Yamhill County, a distance of [illegible]

13. Commencing at Springfield Junction, in Lane County, [illegible] Counties of Lane, Linn and into Marion County, all in State of Oregon, [illegible] Lebanon, [illegible]ville, Silverton, Mt. Angel to Woodburn, in said Marion County, [illegible] 94.11 miles, as near as may be.

14. Connections at Corvallis, in Benton County, a distance of [illegible] miles, at Corvallis Junction in said Benton County, a distance of 0.06 miles and at Albany in [illegible] County, a distance of [illegible] miles, a total distance of 0.26 miles, as near as may be, all [illegible]

15. Two connections between Eugene and Springfield, in Lane County, State of Oregon, a total distance of 0.39 miles, as near as may be.

TOGETHER with all sidings, yard tracks, branches, spurs, additional main line tracks and railroad facilities of every nature and all rights of way, properties, rights, powers, immunities, privileges, franchises, rolling stock, equipment, telegraph, telephone, signal lines, and all other rights and properties appertaining to said lines of railroad and all appurtenances, appendages and adjuncts.

(b) All appropriations of real estate and other property made by the Oregon and California Railroad Company and all suits, actions or rights of action instituted by Oregon and California Railroad Company for the condemnation of property for use in connection with the railroads of the Oregon and California Railroad Company or any branch or extension thereof or addition thereto.

(c) All other property of the Oregon and California Railroad Company, real, personal and mixed, rights, privileges and franchises, of every kind, including cash on hand, moneys due or to become due, and bills and accounts receivable, claims, demands and causes of action, excepting the franchise of the Oregon and California Railroad Company to be a corporation, and excepting the moneys paid by the United States to Oregon and California Railroad Company pursuant to decree of the United States District Court for the District of Oregon in suit numbered 7699, in Equity, brought by the United States against Oregon and California Railroad Company and others, rendered April 28, 192[illegible].

TO HAVE AND TO HOLD the above granted property unto the said Southern Pacific Company, its successors and assigns, forever.

IN WITNESS WHEREOF, Oregon and California Railroad Company, the said grantor, has caused this deed to be executed in its corporate name and under its corporate seal by its Second Vice-president and Secretary thereunto duly authorized this 3rd day of January, 1927.

OREGON AND CALIFORNIA RAILROAD COMPANY
By Ben C. Dey
Second Vice-president
OREGON AND CALIFORNIA RAILROAD COMPANY
By Alfred A. Hampson
Secretary.

Executed in presence of:
Daisy Stockton
Arden [illegible]

CORPORATE SEAL

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

On this 7th day of June, 1927, before me appeared Ben C. Dey and Alfred A. Hampson, both to me personally known, who being duly sworn, did say that he, the said Ben C. Dey is the Second Vice-President, and he, the said Alfred A. Hampson, is the Secretary of OREGON AND CALIFORNIA RAILROAD COMPANY, the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed

7889 8

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 27, 1978

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Current Status of
2-3rd @ "Q" Streets
Traffic Signal for
Lane County (Springfield)
Title II Section 209
project no. HHS-1035(2)

Some days ago Mr. Tom Lancaster, Lane County Traffic Engineer, telephoned the Region III office and suggested that due to the accident experience that temporary signalization be considered while awaiting ICC approval of the abandonment of the SPTC's tracks.

Mr. Al Driver, Director of Public Works, Lane County, was contacted to determine his thinking in this regard. He advised that he had the ICC document ordering the railroad abandonment effective May 4, 1978.

It was then decided that the project would be activated and the preliminary engineering phase completed.

By a copy of this memo Mr. John Grassman, Regional Design Engineer, is asked to revise the existing base map to reflect the proposed future county widening of "Q" Street.

As soon as that item of work is completed Mr. Osborn, Regional Traffic Engineer, should immediately prepare a preliminary design for the signal. The Salem Location Section has promised the design to the Traffic Engineering Unit by June 1, 1978.

GLC/cao
cc: D.H. Moehring ✓
Frank Terpin
L.E. George
Dave Jones
Ellis Jones
John Grassman
Kipp D. Osborn

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE 9 (FF
APR 28 1978
H ✓
File: PM FA
LG OP
TAA

8889

Springfield

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 1, 1978

FILE: PRO 6
Art ✓
Tom cy.
ob

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Request for delay of project on schedule of contract letting Title II Section 209 project no. HHS-1035(2) 2-3 & "Q" Streets

TO: MEMO TO FILE

The subject traffic signal project is currently on the letting schedule for April 27, 1978.

At a meeting with Lane County officials January 30, 1978, it was determined that the county wishes to wait for the official abandonment of the Southern Pacific Tracks and to design left turn paths at the present railroad track location. Also, Lane County wishes to lower the grade of "Q" Street to four lanes in the future.

Lane County was advised that in recent checking with P.U.C. it was determined that in the next week or so P.U.C. will approve the request for abandocument of the line and prepare a request to I.C.C. for concurrence. P.U.C. estimates final action can occur by June 1978. The tracks can then be removed but the property will remain under the jurisdiction of the S.P.T.CO. The required right-of-way will have to be purchased from the railroad company.

The county will forward to region a typical cross section of their proposed widening of "Q" Street.

It is suggested that this project be set back on the letting schedule to September 1978.

GLC/cao
cc: D.H. Moehring ✓
L.E. George
C.T. Keasey
Bill Anhorn
Ellis Jones
J.H. Versteeg ✓
Frank Terpin

1 Versteeg ✓
2 Christensen Doc
George
Olson
Terpin
3 Sullivan
Scott
Savage

RECEIVED
FEB 0 1 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8889

8

January 5, 1978

Mr. Al Driver, Director
Department of Public Works
Lane County
125 East 8th Avenue
Eugene, OR 97401

CONTRACTS and
AGREEMENTS No. 6047

Dear Mr. Driver:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Springfield Highway (2nd and 3rd Streets) at "Q" Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8889

Moehring

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 28, 1977

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Hold harmless provision being forced on state by Lane County

TO: L.E. George
Traffic Engineer Supervisor
SALEM

As discussed by telephone with you some days ago Mr. Al Driver, Director of Public Works, Lane County, had approached me regarding a hold harmless clause in our future agreements concerning joint signalization projects.

As I recall we require such an agreement when the local agency is responsible for signal maintenance and they ask for our assistance in performing maintenance. This would be where signals are located on the state system but where the original agreements called for local agency maintenance responsibility.

Now as I understand Lane County is asking for a hold harmless clause for design of signals at joint jurisdiction locations (some legs of intersection on state system - others county jurisdiction) where we have assumed the maintenance.

Your reaction by phone was that the state and local agency must assume the design responsibility and in any event both would be named in any litigation resulting from an accident if the plaintiff thought their was a design fault.

Before I acknowledge receipt of the attached agreement from Lane County pertaining to a Title II, Section 209 funded project at 2nd-3rd and "Q" Street please obtain an opinion from our legal staff in this matter.

GLC/cao
Encl.
cc: D.H. Moehring
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME LGE CCE FAE OM ☐ OPE ☐
NOV 1 1977
TAA Holmes File: PM FA LG OP

lane county

October 25, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Enclosed for signature are three copies of the Intergovernmental Agreement on installation of traffic signals at 2nd-3rd Street Couplet and "Q" Street.

Please note that County Counsel has added Item No. 3, a hold harmless clause, under "Things to be Done by State" on page 2.

Please return a fully expedited copy for our files. We will supply further copies to other County departments as needed.

Very truly yours,

Al Driver

Al Driver, Director
Department of Public Works

Enclosures

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

5569

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 21, 1977

Salem, OR. 97310

FILE:

SUBJECT: Statewide Assessment
2nd & 3rd Sts. @ "Q" St.
(Springfield)
Lane County

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

This project would consist of the signalization of two four-way intersections separated by a SPRR track now undergoing abandonment proceedings. It is recommended that a multi-phased fully actuated signal be installed. The proposed signal would cost an estimated $60,000 under Section 209, Title II funding.

The subject signal meets the accident warrant. Nineteen accidents, sixteen of them preventable, occurred in the first year (10-10-75 to 9-30-76) since 2nd and 3rd Streets were extended north of "Q" Street.

2nd and 3rd Streets are two-lane, one-way streets without parking - except that 2nd becomes one lane under Eugene-Springfield Highway. Again, the two streets are separated by a spur of the SPRR which is no longer in use. 3rd Street also has a bikepath on the east side, north of "Q" Street. "Q" Street has two lanes with gravel shoulders.

Abutting land is either highway or railroad right-of-way or it is vacant. Somewhat more distant, the northwestern quadrant of the "Q"/2nd Street intersection has a residence behind a screen of trees, and the southwest quadrant has a commercial building.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The statewide assessment classifies this project as non-major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh

Attachment

cc: E. S. Hunter
Alfred Shirley w/attach
Eb Engelmann w/attach
Don Trout w/attach ✓
L. E. George w/attach

Versteeg
Copy Christensen
George
1 Olson
Terpin
Copy Sullivan
1 Scott
Savage

RECEIVED

OCT 21 1977

ENGINEERING SECTION

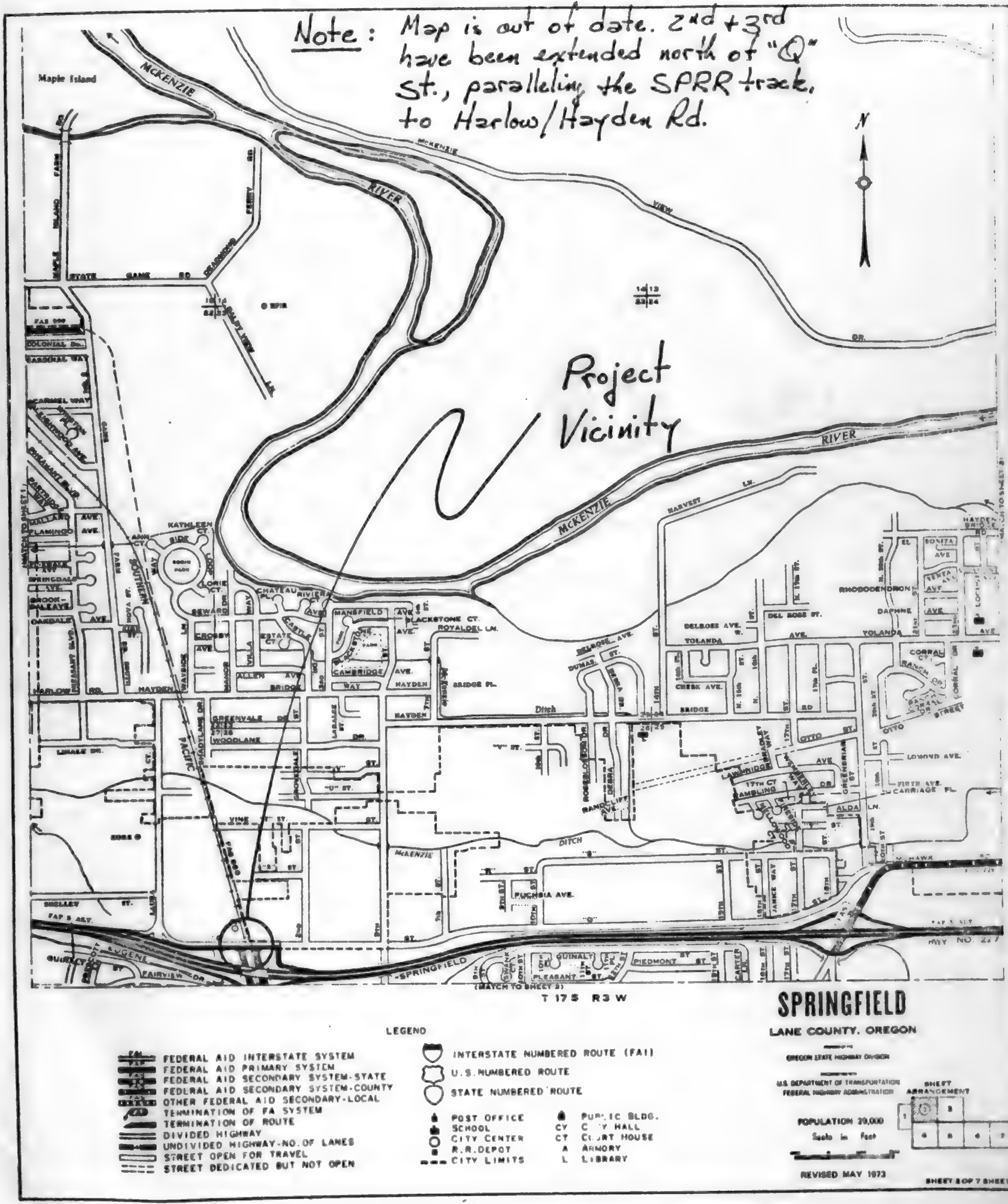
3 Trout

Do Not File ☐

Return To

Bring Up / /

Action



Note: Map is out of date. 2nd + 3rd have been extended north of "Q" St., paralleling the SPRR track, to Harlow/Hayden Rd.

Project Vicinity

N
Maple Island
MCKENZIE
RIVER
MCKENZIE VIEW DR.
HARLOW RD.
HAYDEN BRIDGE
SOUTHERN PACIFIC
EUGENE
SPRINGFIELD
FAIRVIEW DR.
PIEDMONT ST.
PLEASANT ST.
FUCHSIA AVE.
YOLANDA AVE.
RHODODENDRON
HARVEST LN.
(MATCH TO SHEET 3)
T 17 S R 3 W
SPRINGFIELD
LANE COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
POPULATION 20,000
Scale in Feet
REVISED MAY 1973
SHEET ARRANGEMENT
1
2
3
4
5
6
7
SHEET 2 OF 7 SHEETS
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

8889

9-28-77

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-1035(2)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 73508

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 3 '77
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 9-28-77	FEDERAL ROUTE NUMBER FAU 1035	STATE ROUTE NUMBER Secondary 228

GENERAL LOCATION:

"2nd St. & 3rd St. at "Q" St. (Springfield) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $4,600 F.F. $4,140
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-22-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Swan's 9-22-77 letter, you are authorized to proceed with the work as shown above.

DATE 9-28-77	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—625-707

7889

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 20, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: D. H. MOEHRING
Program Management
SALEM

SUBJECT: Request for Agreement Revision
Traffic Signal Installation
2nd - 3rd & Q Street - Springfield
(Lane County Jurisdiction)
Title II Section 209 Project

Some months ago Lane County asked for a cooperative project to signalize the subject intersection. The county was to pay for the signal and the state was to accomplish all the engineering as our share of the total cost.

The attached agreement reflects this arrangement. Please work with Mr. L. E. George, Traffic Engineer, to develope a revised agreement at the time FHWA approves this project with high hazard funds.

This office has contacted Mr. Al Driver, Lane County Director of Transportation and he will pick up the 10% local match. The state will be accomplishing the preliminary and construction engineering as a participating item. The future maintenance should be a state responsibility and the power consumption a county requirement.

GLC/dd
Attach.

cc: L. E. George
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUL 22 1977
File: PM FA
LG OP
TAA Holmes

8889

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 14, 1977

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Proposed Project
Title II Section 209
2nd St. & 3rd St. @
"Q" St. (Springfield) Section

An investigation of traffic conditions has been completed for the subject section.

Based on this investigation, it is recommended that traffic control signals be installed at these two intersections. Supporting data for this recommendation is attached. The actual design and phasing will be determined during preliminary engineering. The estimated project cost is $60,000.

The project has a favorable benefit/cost ratio and needs to be added to the Project Management System. Suggested bid opening date is January 1978.

Please prepare necessary documentation to program this project with the FHWA.

Very truly yours,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:rw
Attachments

cc: Alfred Shirley, Jr.
F. E. Terpin
G. A. Potter
M. C. Holmes

PROJECT MANAGEMENT						
JUN 15 '77						
REFER TO: Prange						
FOR						
Info	Investigate	R/D	Action	File	Letter	[illegible]

County pays 10% match and electricity
State engineer, install & maintain.

NOTED
MAINOR C. HOLMES

EXHIBIT A

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8889

Rulien Lane Co
Agree
Hwy 228

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

February 3, 1977

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge your letter of February 1, 1977, indicating concurrence in the suggested content of an agreement for signalization of the intersections of 2nd-3rd and Q Street. You indicate that the City of Springfield has been contacted and will be kept advised, but need not be a party to the agreement under consideration.

Thank you for keeping us posted on your situation regarding future right of way acquisition. If you find it more convenient to have the State perform needed acquisition, don't hesitate to call on us.

By a copy of this letter, Mr. Terpin, Location Engineer, is being asked to process an Authority for Survey to provide for the necessary field work and to add Salem charges for other items.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

2-15-77
P.E. & Const. Engrng.
By state from Reg. 3
minor Betterment funds
says Glen Clark.
LEG
Agreement prepared ✓

GC/slc

cc: Frank Terpin
Bruce Boyd
L.W. Rulien
L.E. George
Bill Anhorn
Ellis Jones
Virgil Wilson

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB - 4 1977
COUNTY
CITY
UNIT

PROJECT MANAGEMENT
FEB - 4 77
Requires Reply ☐
Requires Approval
Receiver Keep ☐
Do not File
Return To
Bring Up FOR
Other
REFER TO

Info	Investigate	R/D	Action	File	Letter
X					

lane county

February 1, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

Your letter of January 28, 1977, outlining your proposal for signals at 2nd-3rd Street and "Q" Street meets with our approval. We have discussed the need for these signals with Springfield and they concur. The roads involved are under either your or our jurisdiction so Springfield does not have to be party to the agreement.

We are reviewing our right-of-way acquisition program and staffing for conformance to law and regulations. If we can perform with our own staff we would prefer such a process. We will inform you of our situation upon completion of the review and analysis.

Thanks for the help.

Very truly yours,

Al Driver
Al Driver, Director
Department of Transportation

AD:nlj

cc: George Price

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

8889

Lane Co J
Butler
i° - Azar

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6541

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

January 28, 1977

Dear Mr. Driver:

This will further acknowledge your letter of December 6, 1976, requesting a cooperative traffic signal installation project on the Springfield Highway (2-3rd Streets) at "Q" Street.

Mr. Osborn, Regional Traffic Engineer, has now completed a signal warrant investigation and the accident warrant is strongly met. 16 preventable accidents have occured in the last 12 months.

My December 14, 1976 letter indicated that if the warrant was met, the State would be willing to enter into an agreement for a mutual project. With your concurrence, it is suggested that the State prepare the plans, call for bids, award the contract, and provide construction engineering for this project. The County would review the plans and assume the cost of construction and future power consumption. The State would maintain the installation. ?

In reviewing the Springfield city map, it appears that part of this intersection is inside the corporate limits. Do you see any responsibility in regard to this project on the part of the City of Springfield?

PROJECT MANAGEMENT
JAN 31 77
Maurer
FOR
X

(continued)

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 31 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

By a copy of this letter, I am asking Mr. Grassman, Region Design Engineer, to prepare an Authority for Survey for this project.

Also by a copy of this letter, the Program Management Section is being asked to prepare a two party agreement as outlined above. If you advise that Springfield has any responsibility, they will be so advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
L.E. George
Bill Anhorn
Ellis Jones
John Grassman

1979 Lancaster Dr. @ Hayesville 888
Dr. NE northeast of Salem
(Traffic signal installation)

C'A 6757   9-26-78

2221

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1190

HIGHWAY DIVISION INVOICE

NO. 127823

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-19-79	CC 2017		224-1944

MARIØNC

- Marion County
- 300 Senator Building
- 220 High Street N.E.
- Salem, OR 97301

Attn: John Anderson, Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING:			
Federal Aid Urban Project M-1615(2) Lancaster Dr. @ Hayesville Dr. Marion County Covered by Agreement dated 9-25-78			
TOTAL COST			$ 3,297.07
Less Federal Funds Collected			2,782.87
Less State Share			230.85
County Share			283.35
County Advance Deposit			215.00
AMOUNT DUE FROM COUNTY			$ 68.35

REC'D. 12-17-79

✓

8841

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-9-79	CC 2017		224 - 1944

BILL TO: Code:

Marion County
300 Senator Building
220 High Street N.E.

Salem, Oregon 97301

Attn: John Anderson, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING:			
Federal Aid Urban Project M-1615(2) Lancaster Dr. @ Hayesville Dr. Marion County Covered by Agreement dated 9-25-78			
TOTAL COST			$3,297.07
Less Federal Funds Collected			2,782.87
Less State Share			230.85
County Share			283.35
County Advance Deposit			215.00

Advance Deposit Amount	$ 215.00
Advance Deposit Previously Transferred to Highway Fund	$ - -
Balance	$ 215.00
Transfer to Highway Fund	$ 215.00
Refund Due	$ - -

Amount Due . . . . . $ 68.35

Partial or final request for billing FINAL

Number of the previous request in connection with this service. - - -

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D E Swan
D. E. Swan

SP*35736-734

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Maxwell's Electric, Inc., No. 8720	Main St. & Canyon Blvd. (John Day), Grant County	June 22, 1979
Houck-McCall Corp., No. 8829	Central Oregon Rock Production, Harney County	July 9, 1979
Roy E. Ladd, Inc., No. 8537	SE Stark/Wn. Intchge. (Stark St. U'Xing), Multnomah County	July 9, 1979
Hansen Electric, Inc., No. 8658	Goshen/Divide Hwy. @ 6th Street (Cottage Grove), Lane County	July 11, 1979
Benge Paving, Inc., No. 8766	Harlow/Hayden Bridge Rd.-"Q" St. (Springfield), Lane County	July 17, 1979
Bryan C. Rambo Crushing Co., No. 8834	Jordan Valley Rock Prod., Malheur County	July 17, 1979
Columbia West Matls. & Constructors, No. 8839	W.C.L.-Calvin Street (Columbia City), Columbia County	July 17, 1979
W. R. Grasle Co., No. 8751	S.W. Allen Blvd. @ S.W. Lombard Ave. (Beaverton), Washington County	July 17, 1979
Olson Electric Co., Inc., No. 8791	Pacific Hwy. (Conn. #1) @ Hayden Island Drive, Multnomah County	July 17, 1979
Hamilton Electric, Inc., No. 8682	Beaverton/Tigard Hwy. @ SW Greenburg Rd., Washington County	July 20, 1979

Contractor and Contract No.	Section and County	Acceptance Date
D Mc D Corporation, No. 8903	Elgin Rock Production Project, Union County	July 26, 1979
We Painters, Inc., No. 8669	Youngs Bay Bridge, Clatsop County	August 1, 1979
Douglas S. Coats Const., No. 8803	Snabel, Bologna & Bone Creek Bridges, Grant and Wheeler Counties	August 1, 1979
R. L. Coats, No. 8954	M.P. 36.0-M.P. 40.5 Project, Baker County	August 7, 1979
Husky Fence Co., No. 8749	Echo-Rieth Project, Umatilla County	August 7, 1979
Electric Corp., No. 8881	Lancaster Dr. @ Hayesville Dr. N.E., Marion County	August 7, 1979
Selby Bridge Co., No. 8575	SE Division St. U'xing (BLE/SP Line), Multnomah County	August 7, 1979

August 9, 1979

H. S. Coulter, State Highway Engineer

8881

2

August 9, 1979

St. Paul Fire and Marine Insurance Company
500 N.E. Multnomah, Suite 700
Portland, OR 97232

Gentlemen:

Contract No. 8881 awarded to Electric Corp. for a traffic signal installation on Lancaster Drive at Hayesville Drive N.E. in Salem was completed on June 16, 1979 and accepted by the State Highway Engineer on August 7, 1979.

Final payment in the amount of $1,413.13 will be released to the contractor after August 14, 1979. The total contract amount is $28,240.04 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

cc: Electric Corp.
P.O. Box 12186
Salem, OR 97309

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FKN/mdd

8881

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-28-79

D. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: M-1615(2)

VOUCHER PERIOD: FROM 8-16-78 TO 2-2-79

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$3,297.07	$3,244.57	85.77%	$2,782.87	$2,782.87	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

V.E. Shoop
Controller

Oregon

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Lancaster Drive @ Hayesville Drive Section Marion County					
	Preliminary Engineering Type Code P.E. State	All Required			$3,244.57	
	Total Farticipating Costs				$3,244.57	
	Non Participating Costs Preliminary Engineering	All Required			$ 52.50	
	TOTAL COSTS				$3,297.07	
	Prepared based on costs shown on Federal billing as of 6/28/79					
	AMOUNT CARRIED FORWARD. .					

```
SPRXXING @ WACONDA RD          CONT NO       FA PROJ NOS RRS 566001 100            5
                                   224   1909     296      00 N 9                        14.06CR
```

```
TOTAL TO DATE JOB COST SUMMARY                                                 SEPTEMBER 1979

                                                                                      FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE
                                   224   1909     298      00 N 9                        14.06
                                   224   1909     905      00 P 1
                                   224   1909     907      00 P 1
                                   224   1909     910      00 P 1
                                                  TOT      P1
                                               ** JOB TOTALS **               **                **

  CHEMAWA RD-CLAXTER RD SIKEWAY CONT NO      * FA PROJ NOS M   685001 100       6
                                   224   1910     296      00 N 9
                                   224   1910     298      00 N 9
                                   224   1910     913      00 P 1
                                   224   1910     922      00 P 1
                                                  TOT      P1
                                               ** JOB TOTALS **               **                **

  LANCSTR DR@HAYSVL DR          CONT NO      * FA PROJ NOS M   615002 100
                                   224   1944     296      00 N 9  Tr. St.               12.87CR
                                   224   1944     298      00 N 9  "  Fed                12.87
                                   224   1944     901      00 P 1  Res. Engr
                                   224   1944     901      00 N 1  "   "
                                   224   1944     905      00 P 1  F. Des.
                                   224   1944     907      00 N 1  P.  "
                                   224   1944     911      00 P 1  Sign.
                                   224   1944     914      00 P 1  Ut. L.
                                   224   1944     920      00 N 1  Pr. M.
                                   224   1944     921      00 P 1  Spec
                                   224   1944     922      00 P 1  Ad. Ser.
                                                  TOT      P1
                                                  TOT      N1
                                               ** JOB TOTALS **               **                **

  SPTC XING @ QUINBY RD-SALEM   CONT NO        FA PROJ NOS RRP 00S020 100
                                   224   1948     905      00 P 1         24.00              [illegible]5.20
                                                  TOT      P1             24.00              [illegible]5.20
                                               ** JOB TOTALS **           24.00  **          [illegible]5.20  **

  MARKET RD W8-COUNTY RD #415   CONT NO      * FA PROJ NOS OS  400001 100                6,[illegible]9.86CR
                                   224   1995     296      00 N 9
                                   224   1995     297      00 N 9                          6,[illegible]9.86
                                   224   1995     298      00 N 9
                                   224   1995     299      00 N 9
                                   224   1995     901      00 P 1
                                   224   1995     903      00 P 1
                                   224   1995     905      00 P 1
                                   224   1995     909      00 P 1
```

```
5 506001 100                 5                               00     STATE
N 9                                  14.06CR            142.63CR
...........................................................................

...........................................................................


                      SEPTEMBER 1979          PAGE  431
...........................................................................
                                 FISCAL            GRAND TOTAL
 GR  CURRENT MONTH          YEAR TO DATE             TO DATE
M 9                                  14.06            142.63
P 1                                                    60.09
P 1                                                    16.40
P 1                                                    81.99
...........................................................................
                                                      158.48
LS **                    **                 **        158.48   **

  685001 100                 6                            00     STATE
N 9                                                    10.97CR
N 9                                                    10.97
P 1                                                     3.26
P 1                                                     9.52
                                                       12.78
LS **                    **                 **         12.78   **
...........................................................................
  615002 100                                                   STATE
N 9  Tr. St.                        212.87CR        2,782.87CR
N 9  "  Fed                         212.87          2,782.87
P 1  Res. Engr                                      1,297.83
N 1  "   "                                             38.50
P 1  F. Des.                                          130.94
N 1  P.  "                                               .60
P 1  Sign.                                          1,368.00
P 1  Ut. L.                                           120.40
N 1  Pri M.                                            13.40
P 1  Spec                                        [illegible]
P 1  Ad. Ser.                                          19.19
                                                    3,244.57
                                                       52.50
LS **                    **                 **      3,297.07   **
...........................................................................
P 00S020 100                                                   STATE
P 1              24.00               55.20             55.20
                 24.00               55.20             55.20
LS **            24.00   **          55.20   **        55.20   **
...........................................................................
5  400001 100                                             00   STATE
N 9                               6,389.86CR       41,174.46CR
N 9                                                 2,400.00
N 9                               6,389.86         38,759.86
N 9                                                    14.60
P 1                                                14,247.15
P 1                                                17,866.40
P 1                                                 6,960.15
P 1                                                 1,068.74
...........................................................................

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```

888.1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LANCASTER DR. @ HAYESVILLE DR.

WEEK ENDING: 6/16/79

SECTION PREFIX: 24-8293

HIGHWAY: FAU 1615

COUNTY: MARION

NAME OF JOB: LANCASTER DR. @ HAYESVILLE DR.

KIND OF WORK: TRAFFIC SIGNALS

CONTRACTOR: ELECTRIC CORP.

CONTRACT NUMBER: 8881

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: 3/7/79

DATE WORK STARTED: 3/19/79

ESTIMATED COMPLETION DATE: 6/16/79

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 2 SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 90

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 43,770.95

EXCLUSIVE OF ENGINEERING: $ 39,948.16

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,948.16

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION: $ 3,822.79

ENGINEERING COST TO DATE: $ 2,000.00

PERCENT OF AUTHORIZATION: 52 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 6/16/79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A --	---- ---- -	--					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

LADDER TRUCK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	10	Clear	84		
MONDAY	11	Clear	85		
TUESDAY	12	Clear	86		
WEDNESDAY	13	Clear	87		
THURSDAY	14	Cloudy	88		
FRIDAY	15	P. Cloudy	89		
SATURDAY	16	Cloudy-Rain	90		

RECEIVED
JUN 26 1979
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	PROJECT COMPLETED

REMARKS

PROJECT COMPLETE

State furnished control equipment will be installed June 25, 1979

Anticipate turn - on about 10 a.m. 6-25-79

SIGNED Warren E Mueller LOCATION

WARREN E. MUELLER, RES. ENGINEER, SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

2991

February 22, 1979

Marion County
Board of Commissioners
Courthouse
Salem, Oregon 97301

Attn: Pat McCarthy
Chairman

Gentlemen:

On February 22, 1979 a satisfactory bid was received from Electric Corp., P.O. Box 12186, Salem, Oregon 97309 for installation of a signal at Lancaster Road at Hayesville Drive. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Item	$27,987.90
State Furnished Signal Material	$ 9,240.00
Signal Controller Testing (Engr.)	1,000.00
4½% Contingencies	1,720.26
(10%) Engineering	3,822.79
ESTIMATED TOTAL COST	$43,770.95

County's Advance Deposit: say $43,800.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 16, 1979.

Please make your check for $43,800.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

3-7-79
Received AD.
$43,800.
Project awarded.
Notified Stearns.
F.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald Wimer
Local Government Manager

FH:pf

bcc w/AD # 594: Region 2 Federal Aid Specialist
Vern Skoog-Please return completed AD # 594
when check is received.

```
                            224    1911      296        00 N 9
                            224    1911      298        00 N 9
                            224    1911      904        00 P 1
                            224    1911      915        00 P 1
                                             TOT        P1
                                          ** JOB TOTALS **                       **

NCSTR DR@HAYSVL DR        CONT NO         FA PROJ NOS M    615002 100
                            224    1944      901        00 P 1          1,412.14
                            224    1944      905        00 P 1            129.44
```

1-79

```
 TO DATE JOB COST SUMMARY                                                       JANU

IPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH       YE
                            224    1944      911        00 P 1            803.72
                            224    1944      914        0C P 1              4.20
                            224    1944      921        00 P 1            308.16
                            224    1944      922        00 P 1             10.20
                                             TOT        P1              2,667.86
                                          ** JOB TOTALS **              2,667.86  **

 RDS 629 634 735 774 878   CONT NO       * FA PROJ NOS SRS 00S031 100
                            224    1985      296        00 N 9
                            224    1985      298        00 N 9
                            224    1985      905        00 P 1
                            224    1985      915        00 P 1
                                             TOT        P1
                                          ** JOB TOTALS **                       **
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1888

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                            224    1987      296        00
                            224    1987      299        00
                                             TOT        00
                                          ** JOB TOTALS **                       **

RKET RD #8-COUNTY RD #415  CONT NO        FA PROJ NOS OS  400001 100
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                                                                        42CR
24     1911         296        00 N 9                                   42              10,848.19
24     1911         298        00 N 9                                                   10,729.00
24     1911         904        00 P 1                                                      119.19
24     1911         915        00 P 1                                                   10,848.19
                    TOT        P1                          **                 **        10,848.19  **
                 ** JOB TOTALS **

NO            FA PROJ NOS H    615002 100                         1,427.50              1,427.50
224    1944         901        00 P 1        1,412.14               129.44                129.44
224    1944         905        00 P 1          129.44




                                                                  JANUARY 1979           PAGE   601

                                                                     FISCAL              GRAND TOTAL
                                                                  YEAR TO DATE             TO DATE
     PREFIX             FUNCTION    GR   CURRENT MONTH              1,368.00              1,368.00
 224    1944            911         00 P 1       803.72                 4.20                  4.20
 224    1944            914         0C P 1         4.20               308.16                308.16
 224    1944            921         00 P 1       308.16                10.2C                 10.20
 224    1944            922         00 P 1        10.20             3,247.50              3,247.50
                        TOT         P1         2,667.86             3,247.50              3,247.50
                     ** JOB TOTALS **          2,667.86   **        3,247.50   **         3,247.50

                                                                                             00
NT NO           * FA PROJ NOS SRS 00S031 100                                            131.42CR
  224    1985           296         00 N 9                                              131.42
  224    1985           298         00 N 9                                               49.78
  224    1985           905         00 P 1                                               96.24
  224    1985           915         00 P 1                                              146.02
                        TOT         P1                    **                 **          146.02
                     ** JOB TOTALS **
                                                                                          1.52CR
  224    1987           296         00                                                    1.52
  224    1987           299         00
                        TOT         00                    **                 **
                     ** JOB TOTALS **
                                                                                             00
ONT NO             FA PROJ NOS 05   400001 100
```

8881 Form 81-734-3189

1615
224 1944

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Marion County

Order No. 2-373

Board of County Commissioners

Date 1/16/79

By:

Prefix and account number to which work is to be charged 24-8290

(Official Capacity)

Description and Location of Work To Be Performed or Materials To Be Furnished:

A. Perform Preliminary Engineering and prepare final drawings, specifications, and contract documents for traffic signal installation @ Lancaster Dr. & Hayesville Drive.

B. Advertise for bids, award, and administer a contract for furnishing and installing traffic signals and appurtenant items.

C. Furnish from State stocks any long-lead items which would otherwise delay completion of the contract.

D. Maintain detailed cost records and submit an invoice to County covering State's costs incurred in the performance of work under A, B, and C.

Estimate of Quantities and Cost

Preliminary Engineering			Construction Engineering		Materials	
Field	901	$ 300	900	$6,500	199	$10,000
Plans	905	200				
Traffic	911	500				
Utility	914	200				
Specs	921	200				
		$1,400				

Basis of Payment:

☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $

Deposit received by Secretary on

Authority from Requisitionist:

☐ Agreement dated
☒ Letter to C.O. Fredrickson date 1-10-79
☐ Oral request to , date

Department Authority:

☐ Order of State Highway Engineer
☐ Head of branch or section issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing C. O. Fredrickson

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Order prepared by Region II Section

Signed C. O. Fredrickson

REGION II ENGINEER

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

BEN GIFFORD

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 11, 1979

TO	G. L. Green, Division Administrator Federal Highway Administration
	Original Signed By D. E. Swan
FROM	D. E. Swan Federal Aid Manager
SUBJECT	Program Change Project No. M-1615(2) Lancaster Dr. @ Hayesville Dr. Sec. Marion County

We request your approval of a program change to delete the construction phase consisting of installation of a multi-phase fully actuated traffic signal.

We base the reason for change on the fact that Marion County requested withdrawal of Federal Aid funding for construction as they intend for the signal installation to be accomplished solely at County expense.

We propose to final out this project and claim participation for the preliminary costs as programmed and authorized August 16, 1978.

JLG:dmc
cc: Finance (PE...224-1944)
    C. O. Fredrickson, Region 2
    G. Zehner

MARION COUNTY
OREGON

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

Harry Carson, Jr., Chairm
Randall Franke
Pat McCarthy

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

1615

January 10, 1979

1 Versteeg ✓
2 Christensen
to copy George
Olson
Terpin
3 Sullivan JWS
Scott
Anderson

RECEIVED
JAN 15 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

NOTED
E. S. HUNTER

Moehring
Versteeg

Mr. C.O. Fredrickson
Region II Engineer
Oregon State Highway
Division
2960 State Street East
Salem, Oregon 97310

Art
Jim-file
O.b.

RE: Lancaster Drive-Hayesville Drive Traffic Signal

Dear Mr. Fredrickson:

Confirming informal agreement between Fred Klaboe - L.E. George (State) and John Anderson (County), request is hereby made for State to perform technical services for County on a County Funded project to provide a traffic signal at the intersection of Lancaster Drive - Hayesville Drive, all as set forth hereunder. Description and division of work is proposed as follows:

I. County will:

A. Perform required topographic survey of area, including utility locations.

B. Reimburse State for Engineering work done for County, for State-furnished materials utilized in the project, and for amount of the construction contract plus related engineering costs.

C. Accept the work upon satisfactory completion.

RECEIVED
TECHNICAL SERVICES
JAN 12 '79
REFER TO
FOR

Info	Invest	H/D	D/R	Sign	Act	File

II. State will:

A. Perform Preliminary Engineering and prepare final drawings, specifications, and contract documents.

B. Advertise for bids, award, and administer a contract for furnishing and installing traffic signals and appurtenant items.

C. Furnish from State stocks any long-lead items which would otherwise delay completion of the contract.

D. Maintain detailed cost records and submit an invoice to County covering States costs incurred in the performance of work under II A, B, and C.

In addition to the above it is expected that either party will initiate timely coordination as necessary to the expeditious and successful completion of States performance of requested technical services. As previously discussed, this project should be completed prior to September 1, 1979. It is

Dave Weaver Confirmed 1-23-79 with Marion Co. that prelim plans & est. are OK

(1-23-79)

understood that the current State estimate of project cost is approximately $54,300.

BOARD OF COUNTY COMMISSIONERS
FOR MARION COUNTY, OREGON

Harry Carson Jr.
Chairman

Randall Franke
Commissioner

Pat McCarthy
Commissioner

cc: ✓Fred Klaboe
L.E. George
Phil Stearns
John Anderson

RECEIVED
DOT OPERATIONS
JAN 12 '79
REFER TO
FOR
Info Inves R/D O/R Sign Act File

1-12

8881

9

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter ✓
Highway Engineer

DATE: January 2, 1979

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: Urban System Project Cancellation

Marion County is requesting withdrawal of Federal Aid funding for a previously approved traffic signal project at the intersection of Lancaster Drive and Hayesville Drive. The Transportation Commission approved the project on July 18, 1978. The County has made arrangements with the State Highway Division to install the signal with the County paying all costs.

I recommend your approval and request you withdraw this project under delegated authority.

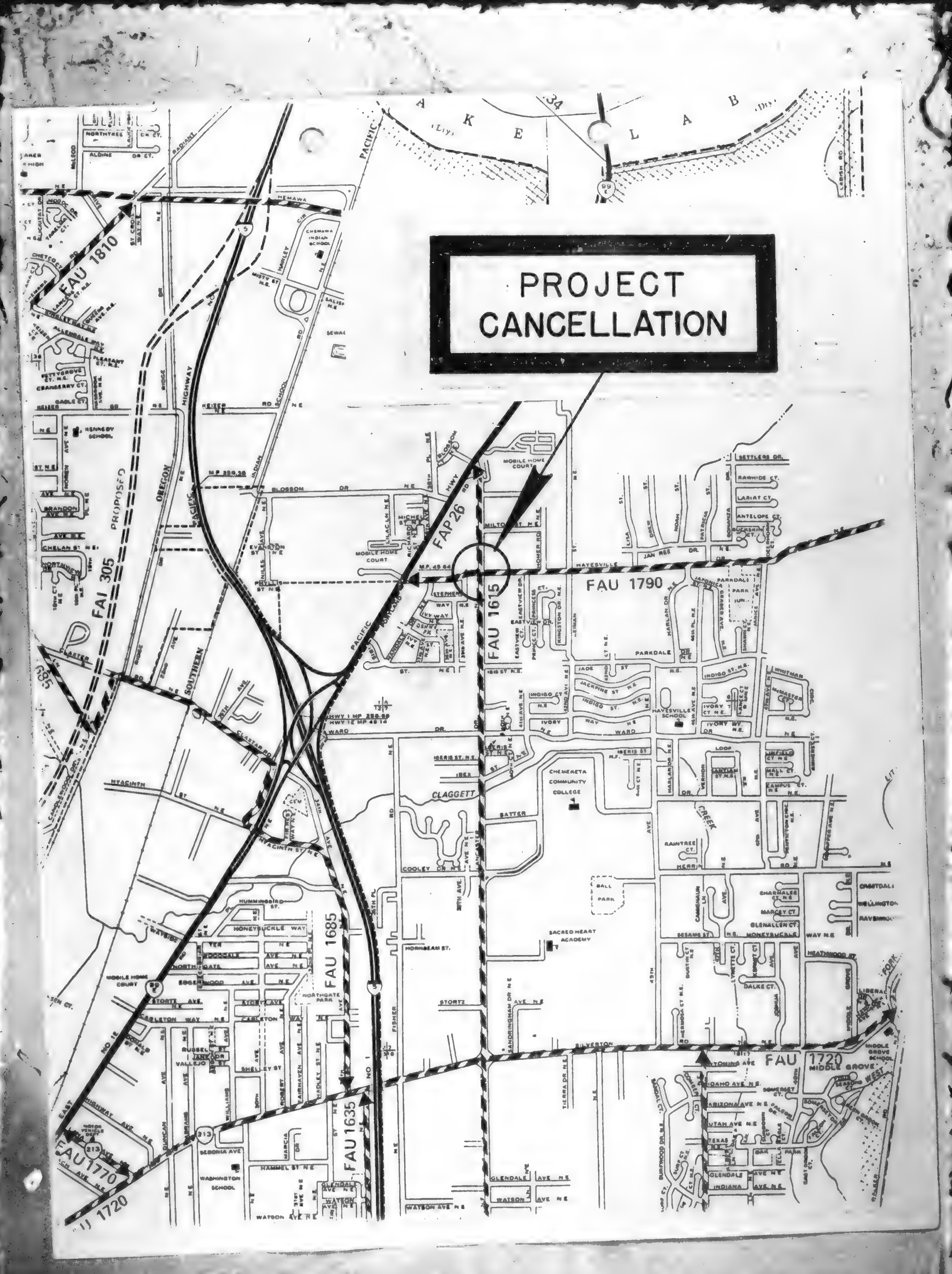
APPROVED BY:
H S Coulter
State Highway Engineer
Date 1/3/79

GEZ:pf
Attachment

RECEIVED
STATE HWY ENGR
JAN 3 -'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-3-79
orig to Head
of mailing

81-125-1387


PROJECT CANCELLATION
LAKE LABISH
FAU 1810
FAI 305
PROPOSED
OREGON
PACIFIC
SOUTHERN
HIGHWAY
FAP 26
FAU 1615
FAU 1790
HAYESVILLE
FAU 1685
FAU 1635
FAU 1720
FAU 1770
SILVERTON
MIDDLE GROVE
CHEMAWA INDIAN SCHOOL
KENNEDY SCHOOL
MOBILE HOME COURT
BLOSSOM DR.
KEIZER RD
CHEMEKETA COMMUNITY COLLEGE
HAYESVILLE SCHOOL
SACRED HEART ACADEMY
CLAGGETT CREEK
NORTHGATE PARK
WASHINGTON SCHOOL
MIDDLE GROVE SCHOOL
LANCASTER
PARKDALE
WARD DR.
GLENDALE AVE N.E.
WATSON AVE N.E.

8881

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 27, 1978

Salem, Oregon

FILE: 324-1934
324-1933
224-1944

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: FAU Project Revisions
Marion County

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

Attached is correspondence from Marion County requesting changes in FAU projects as follows:

⊛ Lancaster Drive - Cordon Road Section
State Street FAU 1620

Change of scope from widening for pedestrian path to widening to provide a curbed vehicular half section.

Satter Drive - Silverton Road Section
45th Street FAU 1617 ← 3-20-79 Phil Says Cancel ✓

Cancel project.

✓ Lancaster Drive @ Hayesville Drive
FAU 1615 and FAU 1790 — DONE

Cancel FAU funding.

Marion County has taken steps with MWVCOG to revise the SATS TIP A/E accordingly.

The County has been advised a payback of Federal funds expended may be necessary for the two cancellations.

Please forward the requests through normal channels for processing.

POS/gl
attachments

3-20-79
23
⊛ 1-~~8~~-78
Hold for
MV-COG Approval.
Says Phil Stearns.
✓

4-10-79
COG will revise TIP
by July 1979 says
Stearns. ✓

Zehner

O m Ro

✓

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Pat McCarthy, Chairman
Walter R. Heine
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

December 20, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Lancaster Drive - Hayesville Drive
Traffic Signal.

Dear Mr. Stearns:

Marion County requests cancellation of the application for Federal Aid for the traffic signal at the Lancaster Drive - Hayesville Drive intersection. Separate arrangements have been made with the Oregon State Highway Division to install the signal in calendar year 1979, with all costs to be borne by Marion County.

Sincerely,

BOARD OF COMMISSIONERS

Pat McCarthy
Chairman

Commissioner

Harry Carson Jr.
Commissioner

JG:lk

cc: Fred Klaboe
Don Harwell
John Anderson
Dick Knowles

8841

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

October 26, 1978

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Gentlemen:

Your letter regarding installation of traffic signals at the intersection of Lancaster Drive and Hayesville Drive has been received.

Every consideration will be given to expedite the project. You should be aware, however, that if a contract could be awarded in January, delivery of all materials would probably not occur in time to complete installation by September 1, 1979.

Your letter will be submitted through channels so each section involved in processing the project will be aware of your desires.

Very truly yours,

Philip O. Ste

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
cc: H. S. Coulter
D. H. Moehring

RECEIVED
STATE HWY ENGR
OCT 30 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Pat McCarthy, Chairman
Walter R. Heine
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

October 18, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Region II - Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Reference: Lancaster Drive (FAU 1615) at Hayesville Drive, Misc. Contracts and Agreements No. 6757.

Dear Mr. Stearns:

Fully executed copy of subject agreement was forwarded to Marion County Board of Commissioners on September 26, 1978 by ODOT Commission Services.

The intersection signalization to be provided by this project will be an important contribution to the safety of both motorists and pedestrians. Traffic signals are badly needed now, and continuing development in this area in the next year should increase use of the intersection by several hundred families. Factors such as increased traffic, long hours of winter darkness, and school-related pedestrian and vehicle traffic contribute to the hazardous condition of the intersection in its present form.

Therefore, it is urged that necessary action be taken to insure operation of these signals not later than September 1, 1979, prior to the start of the 1979-1980 school year.

Sincerely,

BOARD OF COMMISSIONERS

Pat McCarthy
Chairman

Commissioner

Harry Carson Jr.
Commissioner

JJG:lk
cc: Council of Governments

8881

8

September 26, 1978

Marion County
Board of Commissioners
Courthouse
Salem, OR 97301

MISC. CONTRACTS and
AGREEMENTS No. 6757

Attention: Edwin P. Morgan
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the signalization of the intersection of Lancaster Drive and Hayesville Drive in Marion County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

Attachment

bc Don Harwell (Agreement attached)

8881

August 21, 1978

Marion County
Board of Commissioners
Courthouse
Salem, OR 97301

Attn: John A. Anderson
Dir. of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Urban System project on Lancaster Drive at Hayesville Drive.

Financial sharing of the preliminary engineering is:

Total P.E.	$3,000.00
Federal Funds	2,570.00
Balance	$ 430.00
Local Share:	
50% of $430,000 =	$ 215.00

Please make your check in the amount of $215.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

For G. W. Wimer
Local Government Manager

GEZ:lml

bc w/AD #483: Vern Skoog-Please return completed AD #483
when check is received.
Region 2 Federal Aid Engineer

N

Rec. 8-28-78

N

8881

8-16-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	M-1615(2)
STATE PROJECT NO.	see below
COUNTY NAME	Marion
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80369

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	8-16-78
FEDERAL ROUTE NUMBER	FAU 1615
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Lancaster Drive at Hayesville Drive Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC NTE $3,000 F.F. $2,570.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 8, 1978 letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 1-e.

NOTED
F. B. KLABOE

Swan
8-23

DATE	8-16-78
SIGNATURE OF APPROVING OFFICIAL	G. K. Hoss
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

PR-1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80369
Project No. M-1615 (2)
Lancaster Drive @ Hayesville Drive Section
Marion County

Attached data consists of PR-1 forms with project maps, traffic signal warrant comparison and other traffic data.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1. Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, Paragraph 10e.
2. Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $3,000 with an obligation of $2,570 in federal funds.

DRH:pf
Attachments

cc: C. O. Fredrickson (Region 2)
✓ O. Zehner w/att.

AD 483 - 215
REQUESTED ✓

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	8-8-78

FEDERA

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., 0.3 Mi S. of Jct. SR 99E 21 65	**ADT****	PRESENT 14,000	FUTURE N/A (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., Traffic Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. Y (72)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAM
	NAME OF URBAN AREA Salem 17-31	ROUTE NO. U

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED TOTAL ESTIMATED COST	FEDERA
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE** TOPICS			0.0	3,000	2,570
5					**ROW**					
5					**CONST** (CODE) TOPICS Y031		"Lancaster Drive @ Hayesville Drive Section"	0.0	45,000	38,590

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	48,000	41,16
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

* Lancaster Drive
** ADT Entering Intersection

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-78

65	**ADT****	PRESENT 14,000	FUTURE N/A (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 80369 (14) (18)

PV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 33	NUMBER 1615 (2) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME	Marion	CODE 047 (14) (16)		PROGRAM STAGE
ROUTE NO. U	FEDERAL-AID 1615 (32)	STATE Co. Rd.* (36)	U.S. - - (37) (41)	☐ 1 OR ☐ 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.0	3,000	2,570	215	215 (Co.)	
0.0	45,000	38,590	3,205	3,205 (Co.)	Row - 80'; Access Control - none; Parking Restriction - Complete
0.0	48,000	41,160	3,420	3,420 (Co.)	
	(16) (23)	(24) (33)	REMARKS		

* Lancaster Drive
* ADT Entering Intersection

USCOMM DUSCOMM-DC 48905-P61

Lancaster Drive @ Hayesville Drive Section
Project No. M-1615 (2)

Existing Facility:

Bituminous surfaced 60-foot curb to curb section providing 4 - 12 foot lanes, 14 feet continous left turn lane median and 3 foot shy distance each side with no parking.

Adjacent Sections:

Same as existing facility.

Project Data:

Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Install multiphase fully actuated traffic signal, adjust utilities as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Control of U

The State doe
the use by u
County agree
of PPM 30-4.

Maintenance:

A State-Coun
Title 23 U.S.

Note:

1) This
2) Inclu
dated

Control of Utilities:

The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d (1) of PPM 30-4.1.

Maintenance:

A State-County agreement will be prepared to comply with Section 116, Title 23 U.S.C.

Note:

1) This project is in Congressional District No. 2.
2) Included in MWV-COG/SATS TIP under Resolution 78-02 dated 3-10-78.

---

ding 4 - 12 foot
oot shy distance

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ph 10e.

Action Plan.
lopment of this

8881

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July 6, 1978

TO ORECON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Request

On the Consent Calendar for the July 18 meeting will be a request for approval of an Urban System project.

Marion County is requesting a $45,000 project to signalize the intersection of Lancaster Drive and Hayesville Drive.

Federal Urban System funds for this project are estimated at $38,700 with the State providing approximately $3,150 in match funds and a like amount being contributed by Marion County.

This project has been investigated and is eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.

GEZ:lml
bc: R. A. Burco V. E. Skoog
F. B. Klaboe J. H. Versteeg
C. W. Head C. O. Fredrickson
E. S. Hunter D. N. Harwell
D. H. Moehring George Bell
R. N. Bothman

MARION COUNTY
Proposed Urban System Project

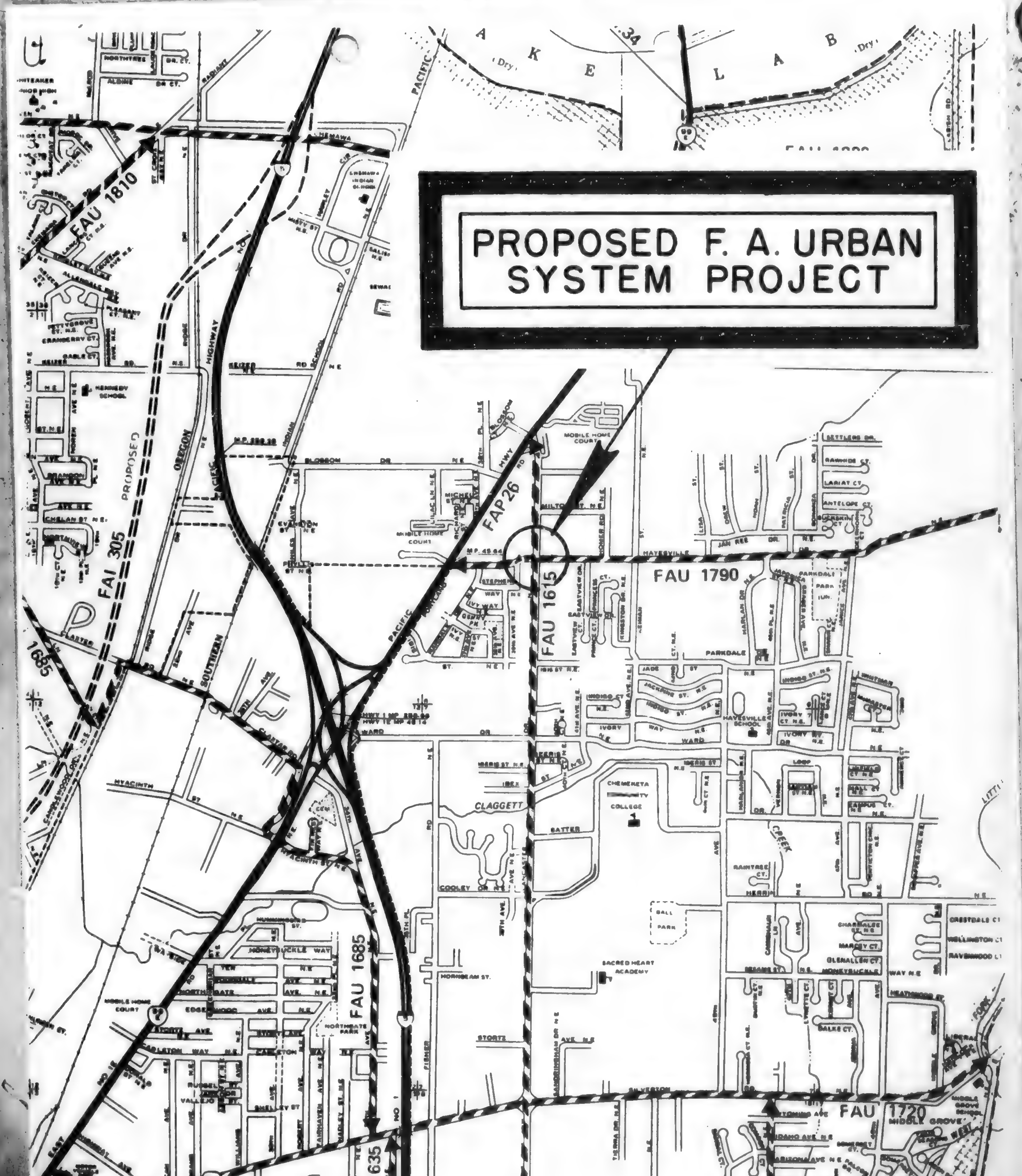
Lancaster Drive (FAU 1615) at Hayesville Drive
Signals and Signs
$45,000

This project consists of installing five-phase, fully-actuated traffic signals at the intersection of Lancaster Drive and Hayesville Drive.

State will perform the preliminary and construction engineering.

78-f
7/5/78

PROPOSED F. A. URBAN SYSTEM PROJECT



A K E
L A B
(Dry)
FAU 1810
FAI 305
PROPOSED
OREGON
PACIFIC
HIGHWAY
SOUTHERN
FAP 26
FAU 1615
FAU 1790
HAYESVILLE
1685
FAU 1685
FAU 1635
FAU 1770
FAU 1720
CHEMAWA
CHEMAWA INDIAN SCHOOL
KENNEDY SCHOOL
MOBILE HOME COURT
BLOSSOM DR
SILVERTON
CLAGGETT
CREEK
CHEMEKETA COMMUNITY COLLEGE
HAYESVILLE SCHOOL
BALL PARK
SACRED HEART ACADEMY
WASHINGTON SCHOOL
NORTHGATE PARK
MIDDLE GROVE
HONEYSUCKLE WAY
HYACINTH
WARD
PARKDALE
SILVERTON
CHEMAWA

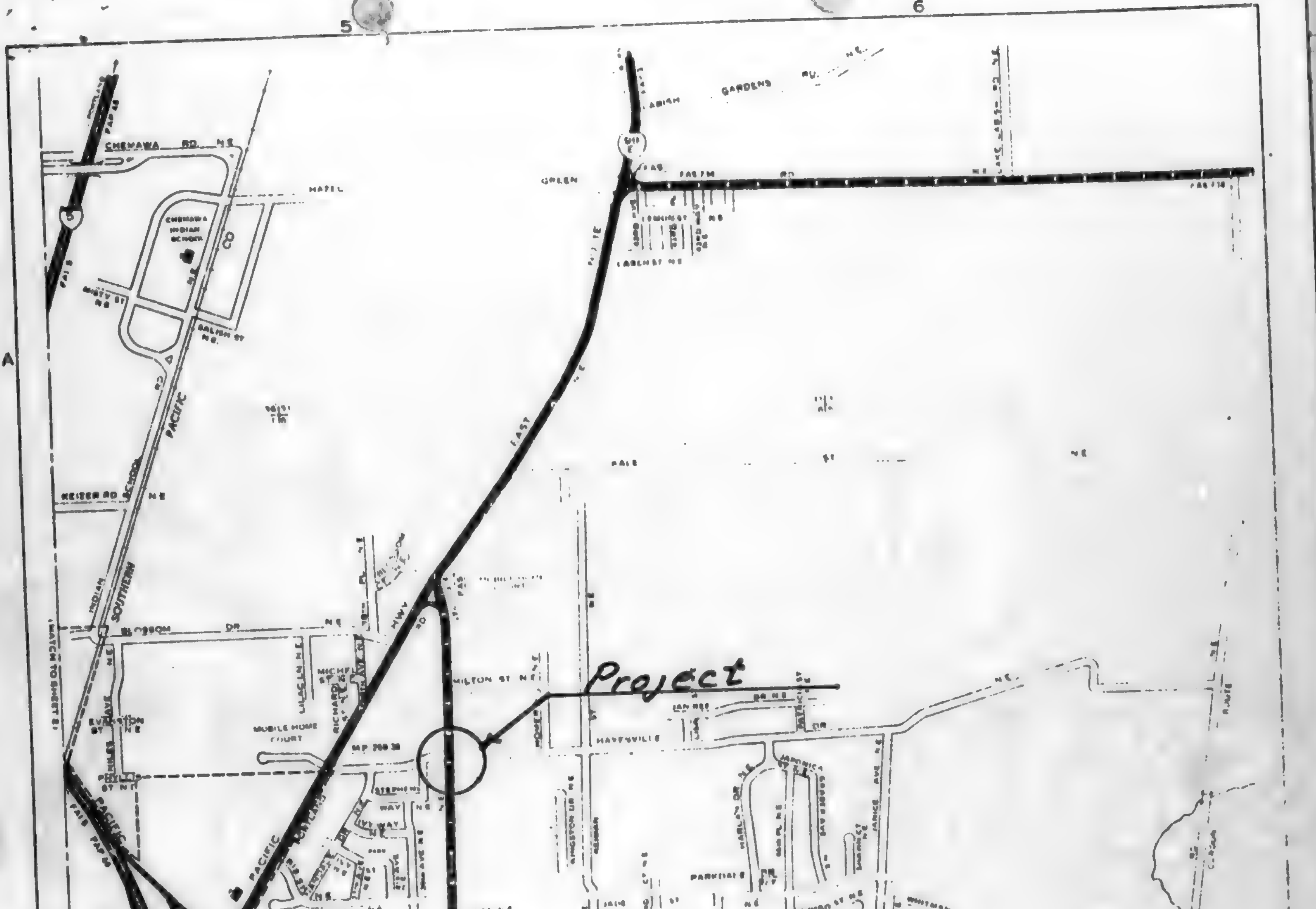
8881

LOCATION PROSPECTUS

Lancaster Drive at Hayesville Drive
City Streets
Marion County

June 1978

HIGHWAY:	City Streets.
TERMINI:	Intersection as noted.
LENGTH:	600 feet±
NARRATIVE:	The purpose of the survey is to prepare plans, specifications and cost estimate for the installation of a traffic signal at the subject intersection. No special drainage problems are anticipated and the airport will not be affected. This is a FAUS project.
CHARACTERISTICS:	ADT figures not available; request states a signal is warrented.
STANDARDS:	AASHO Urban.
TYPICAL SECTION:	To be determined during survey.
BRIDGE:	Not applicable.
ACCESS:	No change.
SURFACING:	Not applicable.
MATERIAL:	Available from local suppliers.
ADDITIONAL FACILITIES:	Not applicable.
AGREEMENTS:	With City.
PARKS:	Not applicable.
RIGHT OF WAY:	To be determined during survey; not anticipated.


5
6
A
B
Project
CHEMAWA RD. N.E.
CHEMAWA INDIAN SCHOOL
HAZEL
GREEN
KEIZER RD. N.E.
SCHOOL
SOUTHERN
PACIFIC
INDIAN
EAST
HWY
BLOSSOM DR. N.E.
MILTON ST. N.E.
MICHEL ST.
RICHARD
MOBILE HOME COURT
HAYESVILLE
MP 208.38
PARKDALE
WARD
CLAXTER RD.
HYACINTH ST. N.E.
HUMMINGBIRD ST. N.E.
HWY 1 MP 258.68
HWY 16 MP 46.14
COOLEY DR. N.E.
HERRIN
FLETCHER
PROPOSED
CHARMALEE ST. N.E.
T 6 7S, R 2 3W WM
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
SALEM
POLK-MARION CO., OREGON
Population 74,600
Scale in Feet
Revised April 1973
SHEET ARRANGEMENT
SHEET 3 OF 12 SHEETS

5

6

8881

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

June 14, 1978

Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Lancaster Drive @ Hayesville
Drive FAU 1615 - FAU 1790
Salem Urban Area

TO: G. W. Wimer
Local Government Manager

Attached are the following documents for subject project:

Project Request
Resolution 78-02 revising SATS TIP
Authority for Survey
Location Prospectus
Prospectus Map
Estimate of Region Costs

To TERPIN 6-20-78 Z

Region Environmentalist Eddie Welsh has determined a Project Environmental Assessment is not required.

The project has been included in SATS TIP by resolution 78-02 which is enclosed.

The county submitted the project earlier to be funded under Title II Safety funds. The intersection does have a benefit-cost ratio to justify Title II funding, but safety funds are not available at this time. County preferred not to wait and is submitting the project to be funded under the FAU program.

Region office recommendation is favorable. Please process the documents through normal channels for approval.

PS/lm
attach.

6-20-78
Duane Holstetter says signals are warranted at this intersection as it was Title II at one time. we will process on that basis.
Z

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 15 1978
M
File: PM FA
TAA Zehner LG OP

LDH0001

-5

Form E-39 (Rev. 9-71)

8881

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lancaster Drive at Hayesville Drive

Date June 12, 1978

Highway City Streets FAU 1615

Authorization No. 1

County Marion

Survey Prefix 224-1944 (Assigned by Salem office)

Description of termini, route, length, etc.: Intersection of Lancaster Drive at Hayesville Drive. Overall length 600 feet±.

Purpose of survey:

Prepare plans, specifications and cost estimate for traffic signal installation.

M-1615 (2)
8-16-78

Estimate of cost:	Field	901	1,500
	Plans	905	200
	Traffic	911	900
	Utility	914	200
	Specifications	921	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 3,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Richard E. Nelson
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:
Frank E. Pespin
Location Engineer

Approved:
E. J. Hunter
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*23604-734

7771

FEDERAL AID PROJECT REQUEST

Date May 1978

Applicant Agency Marion County

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. 1615 Route Name Lancaster Drive

Project Name Lancaster Drive - Hayesville Drive Signal

Project Length____ Project Location (Attach sketch map)

Project Description Signalization of Lancaster Drive at Hayesville Drive

Average Daily Traffic Refer to Attachment Design Speed____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Sidewalks____

Remarks____

2. Desired Roadway Cross Section: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width____ Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes____ No____

3. Will additional right-of-way be needed? Yes____ No____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____

Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. **Proposed Signalization:**

Location Hayesville at Lancaster

Type Actuated
Phases Five
Type of Suspension To Be Determined
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Project

4. **Permanent Striping:**

Include in project or by applicant?

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?__________

Are any utilities to be attached to structure?__________

Are provisions for illumination desired?__________

Are there any unusual or complicating conditions?__________

Remarks__________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No______

   Name of Railroad__________
   Existing Crossing Protection__________

2. Will existing railroad crossing be altered?__________

   Remarks__________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	John A. Anderson Marion County Engineers Office
2.	Environmental	John A. Anderson Marion County Engineers Office
3.	Public Hearing	John A. Anderson Marion County Engineers Office

Remarks__________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No__________

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	45,000
Illumination	
Structures	
Railroad	
Other__________	
Preliminary engineering	
PROJECT TOTAL	$ 45,000

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF N/A and/or MARION COUNTY

By Pat McCarthy
Chairman

By Walter [illegible]
Commissioner

By__________
Commissioner

By__________

By__________

8881 2-22-78

RESOLUTION 78-02

RESOLUTION AMENDING THE FIVE-YEAR SATS TRANSPORTATION IMPROVEMENT PROGRAM

1. WHEREAS, the Mid Willamette Valley Council of Governments has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Salem urban area; and

2. WHEREAS, the Coordinating Committee of the Salem Area Transportation Study is authorized by resolution of the Mid Willamette Valley Council of Governments to act on its behalf in all matters relating to transportation planning; and

3. WHEREAS, the member governments have identified transportation projects for inclusion in the Annual Element and the Five-Year Plan of the SATS Transportation Improvement Program; and

4. WHEREAS, the Hayesville-Lancaster intersection in Marion County meets warrants for traffic signals; and

5. WHEREAS, Marion County desires to apply for FAUS federal aid funds for the same traffic signals; and

6. WHEREAS, the Rickey Street improvements funded with FAUS federal aid funds presently included in the Fiver Year SATS Transportation Improvement Program now is under the City of Salem's jurisdiction and no longer has a high priority;

NOW THEREFORE BE IT RESOLVED BY THE COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY:

1. The Coordinating Committee finds the request to be consistent with the goals and objectives of the Areawide Transportation Plan.
2. The Coordinating Committee hereby amends the current Five Year Transportation Improvement Program by adding the traffic signals at the

intersection of Hayesville and Lancaster Drive to the FAUS funding element for construction during FY 1980.

3. The Coordinating Committee hereby amends the current Five Year Transportation Improvement Program by removing Rickey Street improvements from the FAUS funding element.

2/22/78
Date

Ellen Lowe
Ellen Lowe, Chairperson
Coordinating Committee
Salem Area Transportation Study

1979 Richmond Rock Prod. Proj. [illegible]892
on Service Creek-Mitchell
Hwy.

1842 5429

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 28 1980
NORMA PAULUS
SECRETARY OF STATE

May 23, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
8892
and
#8888

Mr. Robert E. Helms
Mitchell Street Route
Spray, OR 97874

Dear Mr. Helms:

We have received your letter dated May 19, 1980, in which you state that Continental Crushing and Leasing, Inc., owes you for equipment rental totaling $9,692.

These bills appear to be in connection with the following Highway Division contracts:

Contract No. 8888 for the Paisley Rock Production Project. Claim totaling $7,391.

Contract No. 8892 for the Richmond Rock Production Project. Claim totaling $2,301.

We are sending copies of this letter to the Secretary of State's office for filing. The prime contractor and the surety will also be sent copies.

Please notify this office when the claim has been settled.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 30 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAY 28 4 13 PM '80
NORMA PAULUS
SECRETARY OF STATE

6-6-80
noted on card

Oregon State Highway Commission
Mr. Robert Gormsem
121 Transport Building
Salem, Oregon 97310
May 19, 1980

Dear Mr. Gormsem,

Enclosed is the information as per our phone conversation of May 16, 1980.

From June 25, 1979 thru July 17, 1979, I worked for Continental Crushing and Leasing, Inc. on the Richmond Rock Production Pit in Wheeler County- Contract # 8892. From July 20 thru August 16, 1979, I worked on the Paisley Rock Production Pit- Contract # 8888 in Lake County.

Richmond Rock Production Pit- Wheeler Co.
Contract # 8892
D-7 Cat Rent
139.5 hours at $38.00 per hour

	$5,301.00	
8/1/79 draw	1,500.00	
	3,801.00	
8/21/79 draw	1,500.00	
balance owed	2,301.00	from Richmond job

Paisley Rock Production Pit- Lake Co.
Contract # 8888
D-7 Cat Rent
194.5 hours at $38.00 per hour

	$7,391.00
Total due	$9,692.00

They have repeatedly promised to pay me. The checks that they have given us are not good. They have even changed banks on me with non-sufficient funds in the bank that the checks were written on.

I would appreciate any help that you could give me on it.

Respectfully,
Robert E. Helms

Robert E. Helms
Mitchell St. Rt.
Spray, Oregon 97874

RECEIVED
MAY 30 1980
COMMIS [illegible] VICES
DEPARTMENT OF TRANSPORTATION

8892

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 24 1980
NORMA PAULUS
SECRETARY OF STATE

5406

January 22, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
Contracts #8850
#8888 & #8892

FILED
JAN 24 1980
NORMA PAULUS
SECRETARY OF STATE

Hill Supply Corp.
2375 McGilchrist Street S.E.
Salem, OR 97302

Attention: Carl Steelhammer
President

RECEIVED
JAN 25 1980
COMMISSION SERVICES

Gentlemen:

This will acknowledge receipt of your letter of January 16, 1980, with attached invoices and statements indicating that Continental Crushing & Leasing, Inc. owes you $5,323.38.

From the description given in your letter, this appears to be in connection with Continental Crushing & Leasing, Inc. contracts as shown:

Contract #8850 - Ukiah Rock Production Project on the Pendleton-John Day Highway.

Contract #8888 - Paisley Rock Production Project on the Fremont highway.

Contract #8892 - Richmond Rock Production Project on the Service Creek-Mitchell Highway.

The United States Fidelity & Guaranty Company furnished the bonds on these three contracts. We will advise the surety and the prime contractor of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FD
1-28-80 dmc

RWG:dmc

cc: United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

bc: Secretary of State - Pleas
acknowledge receipt of th
attached claim on the encl
copy of this letter.

MILL SUPPLY CORP.

2375 McGILCHRIST STREET S.E.
SALEM, OREGON 97302
Telephone 585-7411

1210 S. JACKSON STREET
ALBANY, OREGON 97321
Telephone 926-5831

615 WILSON STREET
EUGENE, OREGON 97402
Telephone 342-5946

January 16, 1980

Bob Gordson
Room 2121
Highway Building
Salem, Oregon

Attention: Bob Gordson

Dear Bob:

We would like to file claim on Continental Crushing and Leasing, Inc. of Bend in the amount of $5,323.88. (Copies Attached)

These were parts that we feel were used on the following jobs #~~850,888 and 889~~. 8850, 8888, 8892

We appreciate any help you can give us. If any further information is needed please advise.

Thanks for your help,

Carl Steelhammer
President

RECEIVED
JAN 17
[illegible]
DEPARTMENT OF TRANSPORTATION

MILL SUPPLY CORP

2375 McGILCHI[illegible]E SALEM, OREGON 97302
PHONE 585-7411

1210 SO JACKSON ST ALBANY, OREGON 97321
PHONE 926-5831

615 WILSON ST · EUGENE, OREGON 97402
PHONE 342-5946

REMITTANCE ADDRESS
P.O. BOX 12216
SALEM, OREGON 97309

STATEMENT DATE 11/28/79

ACCOUNT NO. 52956

Continental Crush & Leas.
62910 Boyd Acres Rd.
Bend, OR 97701

PLEASE DETACH AND RETURN WITH REMITTANCE TO INSURE PROPER CREDIT TO YOUR ACCOUNT.

DATE	INVOICE NO.	CHARGES	CREDITS	BALANCE
08/10/79	A39805	836.00		
08/29/79	A43636	114.44		
09/21/79	A38345	342.61		
09/12/79	A38346	56.23		
09/12/79	A43521	91.36		
09/10/79	A44061	581.01		
09/25/79	A44996	133.15		
09/25/79	A45007	1595.96		
09/24/79	A45069	54.62		
09/25/79	A45216	88.98		
10/03/79	A44997	622.83		
10/22/79	A47007	337.19		
10/22/79	A47008	31.83		
10/22/79	A47009	65.93		
10/24/79	A47011	245.08		
10/24/79	A47013	290.99		
10/23/79	B19950		77.19	
11/09/79	B07010		197.61	
	PO3020			$5323.88

RECEIVED

POWER TRANSMISSION EQUIPMENT | MILL SUPPLY CORPORATION | INDUSTRIAL RUBBER PRODUCTS

PLEASE PAY LAST AMOUNT IN THIS COLUMN

INVOICE DATE
07/23/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A39805-00

PAGE 1

ILL TO 59056
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
543	07/23/79	NET 10	WILL CALL		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
515 TORQUE ARM	EA	1	1	0	767.6000	.00	767.6
5X2 15/16 T.A. BUSHING	EA	1	1	0	68.4000	.00	68.4

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLIN	MINUS DEPOSIT	PAY THI AMOUNT
836.00	.00	.00	.00	.00	.00	836.0

RECEIVED

SALEM COPY

INVOICE DATE	08/29/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.	A43636-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
1661	08/28/79	NET 10	STAGE		

IAL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIC
3/16SCMU UNIT EA	4	4	0	28.6116	.00	114.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
114.44	.00	.00		.00	.00	.00		114.

RECEIVED
COMMISSION ... SERVICES
DEPARTMENT OF TRANSPORTATION

SALEM COPY

INVOICE DATE
28/20/78

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

INVOICE NO.
A78345-00

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

PAGE 1

ILL TO: 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
246	07/13/79	NET 10	UPS		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
V710 BANDED BELT	EA	2	2	0	21.7100	.00	43.4
X1 7/16 QD BUSHING	EA	1	1	0	5.2100	.00	5.2
V750 BANDED BELT	EA	2	2	0	22.8900	.00	45.7
097 TORQUE ARM ASSY	EA	4	4	0	45.7600	.00	183.0
203 TORQUE ARM PART	EA	1	1	0	4.1800	.00	4.1
097 TORQUE ARM ASSY	EA	1	1	0	45.7600	.00	45.7

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUNT
327.39	.00	.00		15.22	.00	.00		342.6

RECEIVED

SALEM COPY

INVOICE DATE
07/13/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREG 97309

INVOICE NO.
A38346-00

PAGE 1

BILL TO 52856
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CR .& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

CUSTOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT.
1246	07/13/79	NET 10	BEST WAY		

CIAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENS
XC96 BANDED V-BELT	EA	1	1	0	56.2300	.00	56

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY AMOU
56.23	.00	.00		.00	.00	.00		56

RECEIVED
JAN 17
DEPARTMENT OF TRANSPORTATION

SALEM COPY.

INVOICE DATI
08/27/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A43521-00

PAGE 1

ILL TO 53956
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701

ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701

ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
OP	08/27/79	NET 10	DIRECT		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
144 POWERBAND BELT	EA	1	1	0	89.4000	.00	89.4

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
89.40	.00	.00		1.96	.00	.00		91.

INVOICE DATE
09/27/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON
ALBANY, ORE 97
926-5831

EUGENE
615 WILSON ST.
UGENE, ORE 97402
342-5946

INVOICE NO.
A44601-00

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
1750	09/27/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
315 TORQUE ARM	EA	1	1	0	483.2080	.00	483.
3X1 15/16 T.A. BUSHING	EA	1	1	0	43.4720	.00	43.
4X1 15/16 T.A. BUSHING	EA	1	1	0	54.3400	.00	54.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
581.01	.00	.00		.00	.00	.00		581.

RECEIVED

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBAN
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 SALEM, OREGON 97309

INVOICE DATE 09/17/79

INVOICE NO. A44996-00

PAGE 1

BILL TO 52856
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

CUSTOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT.
1975	09/24/79	NET 10	UPS		

ECIAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTEN
D4SEALKIT TORQUE ARM	EA	2	2	0	25.5360	.00	51
4 QD BUSHING	EA	1	1	0	82.0800	.00	82

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY AMO
133.15	.00	.00	.00	.00	.00	133

INVOICE DATE
[illegible]/22/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSO
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A15087-00

PAGE 1

ILL TO 52586
CONTINENTAL CRUSH.& LEAS.
62916 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62916 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
602	06/22/79	NET 10	TRUCK		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
3/16X1/16 FLEXSEAL H BELT	FT	87	87	0	15.8400	.00	1378.0
E FASTENERS	EA	4	4	0	14.6600	.00	58.6
E FLEXCO 25 PACK	EA	12	12	0	13.2700	.00	159.2

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUNT
1595.96	.00	.00		.00	.00	.00		1595.9

SALEM COPY

INVOICE DATE
09/19/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	10 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A45269-00

PAGE 1

L TO 52956
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
ITN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
ATTN:

OMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
08	09/19/79	NET 10	STAGE		

L INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
2C FLEXCO 100 PACK	EA	1	1	0	54.6273	.00	54.62

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
54.62	.00	.00	.00	.00	.00	54.62

RECEIVED
[illegible] 17 [illegible]
SERVICES
CORPORATION

SALEM COPY

INVOICE DATE
09/21/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E.	1210 SO. JACKSON ST.	615 WILSON ST.
SALEM, ORE 97302	ALBANY, ORE 97321	EUGENE, ORE 97402
585-7411	926-58[illegible]	342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A45216-00

PAGE 1

BILL TO [illegible]
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. N
[illegible]	09/21/79	NET 10	STAGE		

IAL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
30 VEE BELT EA	3	3	0	29.6604	.00	88.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
88.98	.00	.00		.00	.00	.00		88.

SALEM COPY

INVOICE DATE
10/21/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ALBANY, ORE 973 1 926-58 1	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A44997-00

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97721
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
908	09/18/79	NET 10	STAGE		

AL INSTRUCTIONS

PTDA

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
30 POWER BAND BELT EA	1	1	0	621.5800	.00	621.5

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
621.58	.00	.00	1.25	.00	.00	622.8

SALEM COPY

INVOICE DATE
10/16/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47007-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
012	10/16/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
8 VEE BELT	EA	6	6	0	41.0000	.00	246.
8 VEE BELT	EA	2	2	0	13.7000	.00	27.
50 DODGE SHEAVE	EA	1	1	0	46.1[illegible]0	.00	46.
7X2 3/16 TAPER LOCK BUSHING	EA	1	1	0	6.7/16	.00	6.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUN
326.34	.00	.00		10.85	.00	.00		337.1

INVOIC DATE
10/16/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47008-00

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
712 BOB	10/16/79	NET 10	WILL CALL		

AL INSTRUCTIONS

PIDA
DISTRIBUTORS ASSOC

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
/1 15/16SCU SC UNIT	EA	2	2	0	14.4699	.00	28.9

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
28.93	.00	.00	2.90	.00	.00	31.8

RECEIVED

SALEM COPY

INVOICE DATE
10/16/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBA
1210 SO. JACKSO
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47009-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62010 BOYD ACRES RD.

BEND OR 97701

ATTN:

SHIP TO

CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. N
2032	10/16/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSI
5V670 BANDED BELT EA	3	3	0	21.9778	.00	65.

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY TH AMOUN
65.93	.00	.00	.00	.00	.00	65.

RECEIVED

SALEM COPY

INVOICE DATE
10/22/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47011-00

PAGE 1

BILL TO 52966
CONTINENTAL CRUSH.S LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.S LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NC
2037	10/22/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
3V750 BANDED BELT	EA	1	1	0	24.4923	.00	24.
C144 BANDED BELT	EA	1	1	0	98.5376	.00	98.
7/16SCMU UNIT	EA	2	2	0	37.9682	.00	75.
14/1 15/16SCU SC UNIT	EA	2	2	0	14.4699	.00	28.
5/16SCU SC UNIT	EA	1	1	0	17.2086	.00	17.

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THI AMOUN
245.08	.00	.00	.00	.00	.00	245.

SALEM COPY

INVOICE DATE
10/22/7

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	121 SO. JACKSON ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47013-00

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
252	102279	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
10 VEE BELT	EA	4	4	0	58.1224	.00	232.4
E FLEXCO 25 PACK	EA	4	4	0	13.2790	.00	53.1

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGET	PLUS HANDLING	MINUS DEPOSIT	PAY THI AMOUNT
285.59	.00	.00	5.40	.00	.00	290.9

SALEM COPY

INVOICE DATE
11/29/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
227210-00

PAGE 1

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

CREDIT MEMO

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
252	11/01/79	NET 10	BEST WAY		

AL INSTRUCTIONS A47013 NOT NEEDED. WRONG SIZE

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
VEE BELT	EA	4	4	0	58.1200	.00	232.4
15% RESTOCK CHG.	EA	1	1	0	34.8700-	.00	34.8

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THI AMOUNT
197.61-	.00	.00	.00	.00	.00	197.6

SALEM COPY

INVOICE DATE
10/23/79

MILL SUPPLY CORP.

SALEM
325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON S
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
B19950-00

PAGE 1

L TO 52956
CONTINENTAL CRUSH.& LEAS.
62917 BOYD ACRES RD.

BEND OR 97701
TTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62917 BOYD ACRES RD.

BEND OR 97701
ATTN:

CREDIT MEMO

OMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
50	09/21/79	NET 10	BEST WAY		

L INSTRUCTIONS
A45216 CUST. DIDN'T NEED

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
VEE BELT	EA	3	3	0	29.6604	.00	88.98
10% RESTOCKING CHARGE		1	1	0	8.8900-	.00	8.89
ECT STAGE BILL		1	1	0	.0000	.00	.00

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
80.09-	.00	.00	2.90	.00	.00	77.19-

SALEM COPY

8872

L

COPY FOR MR. File
From Cecil Head

9-7-79

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc., No. 8809	30th St. & Melbourne Ave. @ Marine Dr. (Astoria), Clatsop County	August 13, 1979
Robles Construction, No. 8765	Armitage State Park, Lane County	August 13, 1979
J. B. Steel, Inc., No. 8815	Grayback Cr.-Lake Cr. (M.P. 11.8, 18.2 & 18.4), Josephine County	August 13, 1979
Bob Angell, Inc., No. 8840	N. City Limits-Ocean Blvd. (Coos Bay), Coos County	August 16, 1979
Roy E. Ladd, Inc., No. 8310	Slater Creek-Mystic Creek, Douglas County	August 16, 1979
Hamilton Construction Co., No. 8823	Hurricane Creek Bridge, Wallowa County	August 16, 1979
Hamilton Electric, Inc., No. 8889	2nd St. & 3rd St. @ "Q" St. (Springfield), Lane County	August 16, 1979
Roy E. Ladd, Inc., No. 8538	SE Market St. U'Xing., Multnomah County	August 20, 1979
Garland Pacific Const., No. 8549	Valley River Bicycle/Ped. Bridge, Lane County	August 22, 1979
F. H. McEwen Construction, No. 8430	Eagle Creek-Klamath County Line, Lane County	August 22, 1979
Coast Marine Const., Inc., No. 8868	Herman Creek Bridge, Hood River County	August 22, 1979

Contractor and Contract No.	Section and County	Acceptance Date
Continental Crushing & Leasing, Inc., No. 8892	Richmond Rock Production Project, Wheeler County	August 22, 1979
Miller Construction Co. No. 8816	Bully Creek Bridge (Vale) Malheur County	August 23, 1979
Hamilton Electric, Inc. No. 8649	Murray Blvd. @ Butner Rd. Washington County	August 23, 1979
Rogue River Paving Co., Inc., No. 8805	Rogue Valley Hwy. @ South Stage Road, Jackson County	August 23, 1979
Baldwin & Sutherland, Inc. No. 8793	N. Main St.-Oregon/Washington Hwy. (Milton-Freewater) Umatilla County	August 23, 1979
E. H. Itschner Co. No. 8929	Long Creek Project Grant County	August 23, 1979
Hamilton Electric, Inc. No. 8799	Koosbay Blvd. @ Bayshore Dr. (Coos Bay), Coos County	August 23, 1979
J. C. Compton Co. No. 8721	S. Ashland Intchge.-Calif. State Line, Jackson County	August 27, 1979
Columbia West Matl's & Constructors, Inc., No. 8810	Vine St.-Scappoose High School (Scappoose), Columbia County	August 30, 1979
Hamilton Electric, Inc., No. 8704	McKenzie Hwy. @ S. 32nd St., (Springfield), Lane County	August 30, 1979
S. D. Spencer & Son, No. 8363	Fairgrounds Intchge.-Roberts Creek, Douglas County	August 31, 1979

September 7, 1979

H. S. Coulter, State Highway Engineer

8892

2

August 24, 1979

United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8892 awarded to Continental Crushing & Leasing, Inc. for the Richmond Rock Production Project on the Service Creek-Mitchell Highway in Wheeler County was completed on July 12, 1979, and accepted by the State Highway Engineer on August 22, 1979.

Final payment in the amount of $5,890.92 will be released to the contractor after August 29, 1979. The total contract amount is $83,458.83 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Dale Allen

8892

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Richmond Rock Production

WEEK ENDING: July 28, 1979

SECTION PREFIX: 35-8319

HIGHWAY: Service Creek-Mitchell

COUNTY: Wheeler

NAME OF JOB: Richmond Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Continental Crushing & Leasing Inc.

CONTRACT NUMBER: 8892

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 13, 1979

DATE WORK STARTED: June 18, 1979

ESTIMATED COMPLETION DATE: July 12, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100% + 12 days

PROJECT AUTHORIZATION: $ 81,638.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 74,508.50

ENGINEERING AUTHORIZATION: $ 7,130.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 78,235.00

ENGINEERING COST TO DATE: $ 3,000.00

DATE PROJECT WAS COMPLETED: July 12, 1979

ESTIMATED PERCENT: OVERRUN UNDERRUN: 5 %

PERCENT OF AUTHORIZATION: 42 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED		4,600	2,150	3,250	
MILES COMPLETED		5,791	2,397	3,390	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		5,791	2,397	3,390	
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
July 22 SUNDAY	Fair			
MONDAY 23	Fair			
TUESDAY 24	Fair			
WEDNESDAY 25	Fair			
THURSDAY 26	Fair			
FRIDAY 27	Fair			
SATURDAY 28	Fair			

RECEIVED
JUL 30 1979
CONSTRUCTION BRANCH

K

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Working on semi-final estimate, submitted to region office.
Final weekly report on this project.

SIGNED W.W. Robertson LOCATION Bend, Oregon 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

1979 NE Failing-NE Hancock 8893
Sts. (N Banfield Intchg) of E.
Ptld, Fwy. (gr, pav, st, & sign) #2

C&A 7174 7-24-79
C&A 7239 12-27-79
RR 1019 8-6-80

STATE COPY

bi cc: OSHD (L. W. RULIEN)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 7	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 5-13-86	**REPORT MADE BY** 5-13-86 James Klamerus - Highway Engineer Trainee		**PROJECT NO.** I-205-7-(67)312
COMPLETION DATE (Actual) 1-22-82	**ACCEPTANCE DATE BY CONRTACT AGENCY** 3-9-83	**TIME ELAPSED** 831 CD	**CONTRACT TIME** 835 CD 21 CD Extension

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N.E. FAILING - N.E. HANCOCK SECTION
East Portland Freeway

The work done under this project consisted of the following; roadbed grading, aggregate base, cement treated base, asphalt concrete pavement, Portland cement pavement, nine bridge structures, two sound walls, three retaining walls, signing, and miscellaneous items.

The original estimate for this project was $21,336,000. The final estimate is $20,678,000.

The final inspection was performed on 4/6/82. A final inspection report was written by FHWA, but is not to be found in Division file.

The contractor filed a claim for approximately $395,000 that involved the following areas; (1) Delays in State approval of false work plans and (2) Alleged arbitrary design requirements by the Union Pacific Railroad and OSHD. On 4/19/85 the contractor was awarded the sum of $87,653.82 by a jury. Federal participation was recommended by FHWA on 5-15-85.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

vr
5/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		**SIGNATURE** G. K. Hassner	
TITLE Highway Engineer Trainee AREA ENGINEER	**DATE** 5/20/86	**TITLE** FIELD OPERATIONS ENGINEER	**DATE** 5/21/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

8713

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-59	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	[illegible]	County Multnomah
MODIFICATION NUMBER 2		Project Number I-205-7(67)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,804,840	$ 20,889,740
Federal funds	$ 19,186,220	$ 19,264,518
Other revisions		

This modification is made for the following reasons: to include cost of contractor's claim.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14 th day of May, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 8, 1985

Federal-Aid Project No. I-205-7(67)312

N.E. Failing St.-N.E. Hancock St. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Roadway (Sta. 230+00 to Sta. 283+50)

Subtotal on previous estimate of September 1, 1982		$ 9,482,307.00
Contractor's Claim		84,900.00
	Engineering	1,075,353.00
	Total	$10,642,560.00

Structures

Subtotal on previous estimate of September 1, 1982		$ 9,203,657.00
	Engineering	1,043,523.00
	Total	$10,247,180.00

Length of Roadway	1.013 miles
Cost of Roadway Per Mile	$10,505,982.23

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 10,642,560.00	$ 9,814,568.00	$ 827,992.00
Structures	10,247,180.00	9,449,950.00	797,230.00
Total	$ 20,889,740.00	$19,264,518.00	$1,625,222.00

Group 1 99%; Group 8 1%
Contract No. 8893
Prefix: 626-1042
DDB:bkb

8843

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-67		County Multnomah
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number I-205-7(67)312
MODIFICATION NUMBER 1	September 10, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 19 79,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,021,709	$ 20,804,840
Federal funds	$ 19,386,220	$ 19,186,220
Other revisions		

This modification is made for the following reasons: to reflect a decrease in construction engineering costs and to release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of September, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 1, 1982

Federal-Aid Project
No. I-205-7(67)312

N.E. Failing St.-N.E. Hancock St. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Roadway (Sta. 230+00 to Sta. 283+50)

Subtotal on previous estimate of May 1, 1979		$ 9,482,307.00
	Engineering	1,075,353.00
	Total	$ 10,557,660.00

Structures

Subtotal on previous estimate of May 1, 1979		$ 9,203,657.00
	Engineering	1,043,523.00
	Total	$ 10,247,180.00

Length of Roadway -------------------- 1.013 miles
Cost of Roadway Per Mile ------------- $10,422,171.75

SUMMARY OF FUNDS (92.22)

Description	Total Cost	Federal Funds	State Funds
Roadway	$10,557,660.00	$ 9,736,272.00	$ 821,388.00
Structures	10,247,180.00	9,449,948.00	797,232.00
Total	$20,804,840.00	$19,186,220.00	$1,618,620.00

Group 1 99%; Group 8 1%
Contract No. 8893
Prefix: 626-1042

8893

OMB No. 04-R2089

J

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. ~~[illegible]~~ 5-157	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-14-79	Oregon County Multnomah Project No. I-205-7(67)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, .06 Mi. N. of US 30, N. 1.01 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-79	1.013
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 21,021,709.00	$ 19,386,220.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S [illegible]
Asst. Highway Engineer
(Title)

xx For: H. S. Coulter
By
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAY [illegible] 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal-Aid Project
No. I-205-7(67)312

N.E. FAILING ST.-N.E. HANCOCK ST.
(N. BANFIELD INTERCHANGE) SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 0010
Roadway (Sta. 230+00 to Sta. 283+50)

Mobilization	All Required		$ 1,673,812.00
Temporary Protection and Direction of Traffic	All Required		20,500.00
Temporary Signs	1,260 Sq.Ft.	12.70	16,002.00
Temporary Barricades	25 Each	110.00	2,750.00
Temporary Concrete Barriers (Reflectorized)	7,225 Lin.Ft.	17.80	128,605.00
Moving Temporary Concrete Barriers	7,250 Lin.Ft.	1.10	7,975.00
Temporary Plastic Safety Markers	110 Each	78.00	8,580.00
Oversize Advance Construction Signs	2 Each	3,500.00	7,000.00
Sequential Arrow Signs	2 Each	3,000.00	6,000.00
Neon Advance Warning Signs	2 Each	7,300.00	14,600.00
Temporary Illumination	All Required		130,000.00
Flagmen	8,000 Hour	17.00	136,000.00
Straw Bale Sediment Barriers	2,000 Lin.Ft.	7.50	15,000.00
Temporary Slope Drains	600 Lin.Ft.	6.50	3,900.00
Temporary Sediment Basins	30 Each	400.00	12,000.00
Clearing and Grubbing	All Required		90,000.00
Removal of Structures and Obstructions	All Required		19,000.00
Removal of Water Tank	All Required		50,000.00
Ditch Excavation	430 Cu.Yd.	5.00	2,150.00
General Excavation	1,118,750 Cu.Yd.	1.70	1,901,875.00
Trench Excavation	69,650 Cu.Yd.	11.10	773,115.00
Temporary Shoring, BD-3 Line	All Required		90,000.00
Finishing Roadbed and Slopes	All Required		12,000.00
Watering	7,100 M-gal.	10.00	71,000.00
1" - 0 Aggregate Base	20,500 Ton	8.50	174,250.00
Cement Treated Base Mixture	34,000 Ton	11.25	382,500.00
Portland Cement in CTB Mixture	1,870 Ton	90.00	168,300.00
Asphalt in Seal	85 Ton	300.00	25,500.00
Class "B" Asphalt Concrete Mixture	30,100 Ton	17.00	511,700.00
Asphalt Cement in Mixture	1,960 Ton	130.00	254,800.00

Asphalt in Tack Coat	15	Ton	300.00	4,500.00
Continuously Reinforced Concrete Pavement	18,300	Sq.Yd.	27.40	501,420.00
Reinforced Concrete Pavement	110	Sq.Yd.	28.00	3,080.00
Pavement Terminal Anchors	48	Lin.Ft.	238.00	11,424.00
Terminal Expansion Joints	24	Lin.Ft.	120.00	2,880.00
18-inch Culvert Pipe	260	Lin.Ft.	14.00	3,640.00
8-inch Sewer Pipe	510	Lin.Ft.	7.00	3,570.00
10-inch Sewer Pipe	360	Lin.Ft.	8.50	3,060.00
12-inch Sewer Pipe	5,270	Lin.Ft.	12.00	63,240.00
12-inch Ductile Iron Sewer Pipe	280	Lin.Ft.	16.80	4,704.00
15-inch Sewer Pipe	1,125	Lin.Ft.	11.20	12,600.00
18-inch Sewer Pipe	1,530	Lin.Ft.	13.50	20,655.00
21-inch Sewer Pipe	490	Lin.Ft.	15.20	7,448.00
24-inch Sewer Pipe	2,620	Lin.Ft.	18.40	48,208.00
30-inch Sewer Pipe	1,820	Lin.Ft.	37.60	68,432.00
48-inch Sewer Pipe	1,200	Lin.Ft.	73.50	88,200.00
72-inch Sewer Pipe	2,520	Lin.Ft.	144.90	365,148.00
78-inch Sewer Pipe	1,380	Lin.Ft.	166.60	229,908.00
84-inch Sewer Pipe	1,570	Lin.Ft.	209.70	329,229.00
2-inch Plastic Water Pipe	190	Lin.Ft.	4.00	760.00
Extra for Pipe Under Pavement	405	Lin.Ft.	6.40	2,592.00
Bedding Material	530	Cu.Yd.	49.30	26,129.00
Concrete Manholes, 10 Feet or Less Deep	31	Each	853.00	26,443.00
Concrete Manholes, 10 to 20 Feet Deep	5	Each	1,706.00	8,530.00
Concrete Manholes, 20 to 35 Feet Deep	7	Each	2,650.00	18,550.00
Concrete Manholes, Over 35 Feet Deep	4	Each	3,490.00	13,960.00
Slope Protectors	8	Each	535.00	4,280.00
Concrete Inlets, Type G-2	69	Each	490.00	33,810.00
Concrete Inlets, Type G-2 Modified	3	Each	500.00	1,500.00
Concrete Inlets, Type G-2MA	6	Each	540.00	3,240.00
Concrete Inlets, Type B	1	Each	536.00	536.00
Sewer Manhole Illuination	All	Required		5,000.00
Gravel Sumps	7	Each	220.00	1,540.00
8-inch Drain Pipe	18,910	Lin.Ft.	9.50	179,645.00
Fiber Filter	20,700	Sq.Yd.	1.10	22,770.00
Gravel in Drains	2,570	Cu.Yd.	11.70	30,069.00
Guard Rail, Type 1	550	Lin.Ft.	9.00	4,950.00
Guard Rail, Type 2A	200	Lin.Ft.	16.00	3,200.00
Metal Median Barrier Connection	65	Lin.Ft.	40.00	2,600.00
Guard Rail Anchors, Type 1	2	Each	300.00	600.00
Rail End Pieces, Type A	4	Each	35.00	140.00
Rail End Pieces, Type B	1	Each	100.00	100.00
Rail End Pieces, Type C	2	Each	150.00	300.00

Type 1 Fence	1,670 Lin.Ft.	2.40	4,008.00
Type 2 Fence	110 Lin.Ft.	6.60	726.00
CL-6 Chain Link Fence	16,750 Lin.Ft.	7.70	128,975.00
16' x 72" Chain Link Double Gates	1 Each	746.00	746.00
4-inch Concrete Surfacing	150 Sq.Yd.	13.00	1,950.00
Concrete Curbs	7,620 Lin.Ft.	4.10	31,242.00
Concrete Islands	25 Cu.Yd.	117.00	2,925.00
Concrete Barrier	18,130 Lin.Ft.	12.70	230,251.00
Delineators	10 Each	21.00	210.00
Adjusting Manholes	3 Each	220.00	660.00
Reconstructing Concrete Manholes	5 Each	800.00	4,000.00
Adjusting Inlets	3 Each	200.00	600.00
Capping Inlets	1 Each	100.00	100.00
Removal of Existing Illumination Poles	10 Each	300.00	3,000.00
Roadside Seeding and Mulching	70 Acre	423.00	29,610.00
Roadside Mulching	35 Acre	320.00	11,200.00
Impact Attenuator	All Required		32,000.00
Removal of Existing Sign Installations	All Required		3,000.00
Sign Support Footings	All Required		62,000.00
Cantilever Sign Structure, Sta. "Lc3 Rev." 343+50 Rt.	All Required		11,000.00
Structure Mounts	All Required		6,000.00
Remove, Repaint and Reinstall Existing Sign Bridge	All Required		12,000.00
Move, Modify and Reinstall Existing Signs	All Required		4,000.00
Sign Illumination Equipment	All Required		6,000.00
			$ 9,457,707.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,500.00
Temporary Pavement Striping (S.F.)	All Required	2,100.00
Remove Pavement Striping (Exist. & Temp.)	All Required	1,000.00
Temporary Erosion Control (E.W.)	All Required	20,000.00
		$ 24,600.00
	Subtotal	$ 9,482,307.00
	Engineering	1,185,288.00
	Total	$10,667,595.00

Structures

Remove Shoofly Structure	All Required	$ 10,000.00
Remove Haul Road Structures	All Required	32,000.00
		$ 42,000.00

Type Code X221
Bridge #13514B (Sta. "EN" 250+54 to Sta. 251+98)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structure Excavation	440 Cu.Yd.	6.25	2,750.00
Special Wall Backfill	800 Cu.Yd.	10.00	8,000.00
Structural Concrete, Class 3300 (400 C.Y.)	All Required		129,795.00
Structural Concrete, Class 5000 (355 C.Y.)	All Required		124,800.00
Reinforcement (84,000 Lbs.)	All Required		32,760.00
Coated Reinforcement (19,000 Lbs.)	All Required		11,125.00
Prestressing Steel (31,500 Lbs.)	All Required		30,100.00
Reinforced Concrete Bridge End Panels	153 Sq.Yd.	50.00	7,650.00
Bearing Devices, Bent 1	3 Each	376.00	1,128.00
Bearing Devices, Bent 2	3 Each	341.00	1,023.00
4-inch PVC Pipe	35 Lin.Ft.	4.20	147.00
1-1/4-inch Electrical Conduit	280 Lin.Ft.	6.00	1,680.00
3-inch Electrical Conduit	280 Lin.Ft.	8.25	2,310.00
			$ 363,268.00

Type Code X223
Bridge #13514C (Sta. "SE" 241+32 to Sta. "SE" 245+82)

Shoring, Cribbing, Etc.	All Required		$ 4,670.00
Structure Excavation	1,135 Cu.Yd.	5.40	6,129.00
Special Wall Backfill	4,145 Cu.Yd.	10.20	42,279.00
Structural Concrete, Class 3300	220 Cu.Yd.	191.10	42,042.00
Structural Concrete, Class 4000	4,670 Cu.Yd.	147.00	686,490.00
Reinforcement	776,000 Lb.	0.39	302,640.00
Waterproofing	5,120 Sq.Yd.	7.20	36,864.00
2-inch Electrical Conduit	940 Lin.Ft.	7.50	7,050.00
			$ 1,128,164.00

Type Code X223
Bridge #13514D (Sta. "WS" 243+00 to Sta. "WS" 247+25)

Shoring, Cribbing, Etc.	All Required		$ 3,530.00
Structure Excavation	3,835 Cu.Yd.	6.00	23,010.00
Special Wall Backfill	7,060 Cu.Yd.	9.75	68,835.00
Structural Concrete, Class 3300	530 Cu.Yd.	185.00	98,050.00

Structural Concrete, Class 4000	8,450	Cu.Yd.	110.00	929,500.00
Reinforcement	1,369,000	Lb.	0.39	533,910.00
Waterproofing	5,140	Sq.Yd.	7.20	37,008.00
2-inch Electrical Conduit	900	Lin.Ft.	7.50	6,750.00
3-inch Electrical Conduit	570	Lin.Ft.	8.00	4,560.00
				$ 1,705,153.00

Type Code X721
Bridge #13514F (Sta. "Bwb" 228+83.36 to Sta. 233+92.36)

Shoring, Cribbing, Etc.	All	Required		$ 7,959.00
Structure Excavation	2,790	Cu.Yd.	7.00	19,530.00
Structure Excavation Below Elevations Shown	250	Cu.Yd.	11.00	2,750.00
Special Wall Backfill	1,050	Cu.Yd.	10.00	10,500.00
Furnish Pile Driving Equipment	All	Required		15,500.00
Furnish HP 12x53 Steel Piling	2,205	Lin.Ft.	10.00	22,050.00
Drive Steel Piles	2,205	Lin.Ft.	1.00	2,205.00
Structural Concrete, Class 3300 (1,115 C.Y.)	All	Required		206,130.00
Structural Concrete, Class 4000 (140 C.Y.)	All	Required		20,370.00
Structural Concrete, Class 4500 (1,710 C.Y.)	All	Required		283,553.00
Expansion Joint, Type SA300	46	Lin.Ft.	74.00	3,404.00
Expansion Joint, Type SA400	46	Lin.Ft.	85.00	3,910.00
Reinforcement (406,600 Lb.)	All	Required		139,900.00
Coated Reinforcement (80,900 Lb.)	All	Required		51,000.00
Prestressing Steel (125,000 Lb.)	All	Required		88,400.00
Reinforced Concrete Bridge End Panels	175	Sq.Yd.	48.00	8,400.00
Bearing Devices, Bent 1	5	Each	244.00	1,220.00
Bearing Devices, Bent 5	5	Each	300.00	1,500.00
1-1/2-inch Electrical Conduit	640	Lin.Ft.	6.50	4,160.00
				$ 892,441.00

Type Code X631
Bridge #13514G (Sta. "BC" 233+54.19) (Length 280 ft.)

Shoring, Cribbing, Etc.	All	Required		$ 70,000.00
Structure Excavation	3,000	Cu.Yd.	6.50	19,500.00
Structure Excavation Below Elevations Shown	300	Cu.Yd.	11.00	3,300.00

Structural Concrete, Class 3300 (1,290 C.Y.)	All Required		327,335.00
Structural Concrete, Class 4000 (565 C.Y.)	All Required		158,770.00
Reinforcement (300,800 Lb.)	All Required		120,510.00
Structural Steel (596,000 Lb.)	All Required		380,000.00
Waterproofing Railroad U'xing	1,100 Sq.Yd.	7.00	7,700.00
4-inch PVC Pipe	25 Lin.Ft.	6.00	150.00
			$ 1,087,265.00

Type Code X521
Bridge #13514H (Sta. "EN" 254+55 to Sta. 259+70)

Shoring, Cribbing, Etc.	All Required		$ 180,000.00
Structure Excavation	1,600 Cu.Yd.	6.00	9,600.00
Special Wall Backfill	4,020 Cu.Yd.	10.00	40,200.00
Structural Concrete, Class 3300	4,800 Cu.Yd.	140.00	672,000.00
Reinforcement	850,000 Lb.	0.39	331,500.00
Waterproofing	4,930 Sq.Yd.	7.20	35,496.00
1-inch Electrical Conduit	35 Lin.Ft.	6.00	210.00
2-inch Electrical Conduit	1,235 Lin.Ft.	7.40	9,139.00
3-inch Electrical Conduit	105 Lin.Ft.	9.00	945.00
			$ 1,279,090.00

Type Code X981
Bridge #13514J (Bikeway Sta. 240+71.43 to Sta. 241+51.43)

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structural Excavation	25 Cu.Yd.	8.00	200.00
Structural Concrete, Class 3300 (20 C.Y.)	All Required		9,770.00
80'/85' Double Tee Prestressed Beams	1 Each	11,600.00	11,600.00
Reinforcement (4,200 Lb.)	All Required		1,640.00
Pedestrian Handrail	204 Lin.Ft.	54.00	11,016.00
			$ 35,226.00

Type Code X981
Bridge #13514K (Bikeway Sta. 249+48 to Sta. 250+89)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structure Excavation	95 Cu.Yd.	9.00	855.00

Structural Concrete, Class 3300 (75 C.Y.)	All Required		25,420.00
Structural Concrete, Class 4500 (20 C.Y.)	All Required		9,380.00
Structural Concrete, Class 5000 (110 C.Y.)	All Required		46,760.00
Reinforcement (12,100 Lb.)	All Required		8,190.00
Prestressing Steel (12,000 Lb.)	All Required		14,100.00
Bearing Devices, Bent 2	2 Each	270.00	540.00
Pedestrian Handrail	423 Lin.Ft.	50.00	21,150.00
			$ 131,395.00

Type Code X281
Bridge #13514L (Sta. "MR" 0+00 to Sta. 2+40)

Shoring, Cribbing, Etc.	All Required		$ 7,000.00
Structure Excavation	235 Cu.Yd.	7.00	1,645.00
Structure Excavation Below Elevations Shown	20 Cu.Yd.	12.50	250.00
Structural Concrete, Class 3300 (175 C.Y.)	All Required		52,906.00
Structural Concrete, Class 4000 (65 C.Y.)	All Required		31,390.00
120'/125' Bulb Tee Prestressed Beams	4 Each	10,000.00	40,000.00
Reinforcement (42,000 Lb.)	All Required		16,380.00
			$ 149,571.00

Retaining Walls
Type Code Y007
Bridge Nos. 16042C, 16042D, 16043B

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structure Excavation	27,650 Cu.Yd.	3.50	96,775.00
Special Wall Backfill	18,160 Cu.Yd.	9.30	168,888.00
Concrete in Retaining Walls	8,430 Cu.Yd.	157.00	1,323,510.00
Reinforcement in Retaining Walls	1,205,500 Lb.	0.39	470,145.00
			$ 2,061,318.00

Sound Walls
Type Code Y007

Bridge Nos. 16042 & 16043A
Alternate "A" Items

Structure Excavation, Block Sound Walls	945 Cu.Yd.	4.60	$ 4,347.00
8-inch Concrete Block Walls	21,530 Sq.Ft.	8.80	189,464.00
Block Wall Footings	8,190 Sq.Ft.	4.50	36,855.00
			$ 230,666.00
	Alternate A		$ 9,105,557.00

Anticipated Items

Railroad Protective Cost	All Required	$ 86,100.00
On-the-Job Trainees (15 at $800)	All Required	12,000.00
		$ 98,100.00
	Subtotal	$ 9,203,657.00
	Engineering	1,150,457.00
	Total	$10,354,114.00

Length of Roadway - - - - - - 1.013 Miles
Cost of Roadway Per Mile- - - $10,530,695.95

Work Retained in Program Status
(Not included in amounts below.)

Slide Correction	All Required	$ 10,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$10,667,595	$ 9,837,656	$ 829,993
Structures	10,354,114	9,548,564	805,550
Total	$21,021,709	$19,386,220	$1,635,543

Group 1 - 99%; Group 8 - 1%
Contract No. 8893
Prefix 626-1909 Prefix 626-1042

NOTE: The work designated as "Other Railroad Cost" in the amount of $267,000 should be charged to Contract #8706, Federal-Aid Project No. I-205-7(46)312.

N.E. FAILING ST.-N.E. HANCOCK ST.
(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 2,000.00
Remove, Repaint and Reinstall Existing Sign Bridge	All Required	5,000.00

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 5, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: NE Failing-NE Hancock
Contract No. 8893

As you know, we have been sued by Donald M. Drake for approximately $400,000.00 on the subject project. The trial is scheduled for April 3, 1985.

Mr. Glenn Thommen was the jobsite inspector during the period disputed work was being performed. Mr. Thommen has been working for Mr. Tom Petterson in the Information Services Branch and was recently selected as the Bridge Section Foundation Engineer.

Mr. Thommen's unique knowledge of the project makes his assistance necessary, both as a possible witness and to assist our attorney in our investigation and trial preparation.

Walt Hart and Tom Petterson have both been very cooperative. However, Glenn Thommen is forced to set his own priorities while trying to meet his responsibilities in all three areas. It is obvious that he will not be able to satisfy all of the demands on his time.

Since supervisors from different branches are involved, it would be advantageous to have a meeting at the appropriate level setting priorities on his time. With clearly understood priorities we should be able to reduce the pressures on Mr. Thommen.

OBJ:KM:mk

03049M

RECEIVED
STATE HWY ENGR
MAR 6 '85
REFER TO Jackmond
FOR

NOTED
W. E. SCHWARTZ

Bryant- Have discussed w/Petterson & he will make no time demands during 2 weeks preceeding trial, including interviews, which would interfere w/Thommen's assistance in trial preparations.

Have also discussed w/Hart. He understands the priority of Thommen's involvement in this trial and has no problem with it.

Orig 3/[illegible]

cy - W. Hart
T. Petterson
3/11

81-125-1387

8893

February 8, 1985

Mr. Daniel Seifer
Kobin & Meyer
Attorneys at Law
610 S.W. Alder Street, Suite 800
Portland, Oregon 97205

Re: Drake v. State

Dear Dan:

I received your Notice of Deposition for the Union Pacific Railroad Company issued February 4, 1985 for depositions to be scheduled on February 20. I will be out of state on February 20 and will be unable to attend. Please contact me concerning rescheduling of the Union Pacific deposition.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

cc: Multnomah County Circuit Court
Roy Farwell

8893

February 8, 1985

Mr. Roy Farwell
Law Department
Union Pacific Railroad Co.
1515 S.W. Fifth
Portland, Oregon 97201

Re: Donald M. Drake Company v. State of Oregon

Dear Roy:

I was pleased to make your acquaintance by phone on Thursday last. As you know, I represent the State of Oregon in the Donald Drake matter. I would welcome the opportunity to speak with members of Union Pacific's engineering staff or others who may have been concerned with the Failing-Hancock project and to review the company's documents concerning the project. I will be unable to attend the depositions scheduled for February 20, 1985 at Kobin & Meyer due to prior commitments.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

8893

February 7, 1985

Daniel J. Seifer
Kobin & Meyer, P.C.
Attorneys at Law
610 S.W. Alder Street, Suite 800
Portland, Oregon 97205-3688

Re: Drake v. State of Oregon (Failing-Hancock)

Dear Dan:

In response to your letter of February 5, 1985, I confirm the following:

1. Deposition of Jerry Street (resident engineer) is scheduled for Monday, February 25, 1985, commencing at 10:30 a.m., Department of Justice Offices, Fifth Floor, Pacific Building, downtown Portland.

2. Deposition of Walt Hart, OSHD Bridge Engineer, Thursday, February 28, 1985, 1:30 p.m. at Room 450, Justice Building, Salem, Oregon.

3. Deposition of Roger Trykstadd, OSHD, Thursday, February 28, 1985, commencing at 9:30 a.m., Room 450, Justice Building, Salem, Oregon.

You will make arrangements for court reporter.

Concerning Mr. Joe Hilton of Foundations, Inc., I have discussed the matter with my client. We prefer to take Mr. Hilton's deposition in Utah. If you will furnish us with his address and location, we will make suitable arrangements.

I understand that you will arrange the availability of Mr. Ebert for 9:30 a.m. on Thursday, March 21, 1985, and Mr. Johnson for 1:30 the same day.

I wish to correct your impression concerning the trial date in this matter. I informed you that at present April 3, 1985 appeared to be a feasible trial date contingent upon the completion of discovery. As you are aware, we only this week received documents marked and requested on December 4 from your client. If discovery is complete by the end of March, we will be prepared for an April 3 trial date. It was at no time stated to you that the proposed discovery schedule would avoid any request by the State for a continuance.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

8373

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
810 S. W. ALDER STREET
PORTLAND, OREGON 97205-3688

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

February 5, 1985

Mr. William F. Cloran
Assistant Attorney General
450 Justice Bldg.
Salem, Oregon 97310

Re: Drake v. State of Oregon (Failing-Hancock)

Dear Bill:

This will confirm our request to take the following depositions:

Jerry Street (Resident Engineer) -- Monday, February 25, 1985, commencing at 10:30 a.m., at the Dept. of Justice offices in the Pacific Bldg. in downtown Portland;

Walt Hart, OSHD Bridge Engineer -- Thursday, February 28, 1985, at 9:30 a.m. at your office in Salem; and

Roger Trygstad, OSHD Railroad and Utilities Engineer - Thursday, February 28, 1985, upon the completion of Mr. Hart's deposition, and assumedly at your office in Salem.

Unless I receive a call from you to the contrary, I will assume that the witnesses are available at the times indicated.

I have made arrangements for a court reporter.

As we discussed, I will see if I can arrange to make Joe Hilton, who worked for Drake's subcontractor, Foundation Constructors, Inc., available for a deposition at my office on Monday, March 18, 1985, commencing at 10:30 a.m., on the understanding that you will reimburse Mr. Hilton for his travel expenses and accommodations in coming from Portland to Utah. I also will check with Mr. Ebert of Drake to see if he can be available for a deposition in our office commencing at 9:30 a.m. on Thursday, March 21, 1985, and with Mr. Johnson of KPFF to see if he can be available at 1:30 p.m. on the same date. As soon as I have been able to make those contacts, I will get back to you.

As I indicated, it is my understanding that the foregoing discovery schedule will avoid any request by the State for any continuance of the April 3, 1985 trial date.

Thank you for your continuing cooperation and assistance.

Very truly yours,

KOBIN & MEYER, P.C.

Daniel J. Seifer

8893 -4-85

Certified a true and correct copy of the original

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

DONALD M. DRAKE COMPANY, a corporation, Plaintiff, vs. STATE OF OREGON, acting by and through its Oregon Department of Transportation, State Highway Division, Defendant.	)	No. 8403-01518 CIVIL SUBPOENA DUCES TECUM

TO: Union Pacific Railroad Company, Transportation Division, Department of Operation, 1515 SW Fifth Avenue, Portland, Oregon 97208

YOU ARE HEREBY REQUIRED to appear at the offices of Plaintiff's attorneys, Kobin & Meyer, P. C., 610 S. W. Alder, Portland, Oregon 97205 on the 20th day of February, 1985 at 10:00 A. M., to testify on behalf of Plaintiff at the taking of a deposition regarding the above-entitled action. The topic of the deposition will be the construction of the N. E. Failing Street to N. E. Hancock Street section of the East Portland Freeway ("Freeway") located in Multnomah County, Oregon. The Freeway was constructed pursuant to Oregon Department of Transportation, Highway Division ("ODOT") Contract No. 8893. Specific matters on which you will be examined include:

(1) Contracts and other agreements between Union Pacific Railroad Company and ODOT regarding the construction of the Freeway;

(2) Union Pacific Railroad Company's review of temporary shoring methods proposed by ODOT and/or its contractor, Donald M. Drake Company, for the protection of Union Pacific Railroad Company's facilities during the construction of the Freeway, particularly, during the construction of the structures known as bridges nos. 13514G and 13514H;

(3) Modifications and changes made by Union Pacific Railroad Company to the temporary shoring methods proposed by ODOT and/or its contractor and alternative shoring methods available to Union Pacific Railroad, ODOT and/or ODOT's contractor.

(4) Union Pacific Railroad's supervision and inspection of the construction and installation of the temporary shoring;

(5) Labor performed and material furnished by Union Pacific Railroad during the construction of the Freeway for which Union Pacific Railroad received compensation from ODOT.

Prior to the deposition, you must designate the officers, directors, agents and/or employees of Union Pacific Railroad who, having personal knowledge regarding the above matters, will be testifying on your behalf. Such designation must include the specific matters on which each person will testify. These individuals are to remain at the above location until the testimony is closed unless they are sooner discharged. At the end of each day's attendance you may demand of Plaintiff or its attorneys the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.

You are commanded to bring with you all items listed on Schedule "A" attached hereto.

DATED this 4th day of February, 1985.

Issued by:

KOBIN & MEYER, P. C.

By DANIEL J. SEIFER
DANIEL J. SEIFER, OSB No. 69156
Of Attorneys For Plaintiff
Donald M. Drake Company

SCHEDULE "A" TO SUBPOENA

Instructions and Definitions:

1. "State" means the State of Oregon, its Transportation Commission, Department of Transportation, Highway Division, any other relevant divisions or departments thereof and employees, representatives and agents of the State of Oregon.

2. "Drake" means Donald M. Drake Company and its employees, agents, representatives and subcontractors.

3. "Union Pacific" means Union Pacific Railroad Company and its employees, agents and representatives.

4. "G Structure" means the portion of the Project known as Bridge No. 13514 G.

5. "H Structure" means the portion of the Project known as Bridge No. 13514 H.

6. "Documents" means, without limitation, whether printed, written or reproduced by any mechanical or electrical process, or written or produced by hand: agreements, contracts, communications, correspondence, telegraphically exchanged messages, telegrams, summaries or records of telephone or personal conversations, meetings or interviews, diaries, graphs, reports, notebooks, photographs, plans, summaries, or other records of meetings or conferences, summaries or reports of investigations or of negotiations opinions or reports of consultants, financial statements, ledgers, journals, invoices, delivery tickets, statements,

billings, purchase orders, or computerized printouts of any of the foregoing, or any other document within the scope of ORCP 43.

7. "The Project" means the N. E. Failing Street to N. E. Hancock Street section of the East Portland Freeway constructed pursuant to Oregon Department of Transportation, Highway Division Contract No. 8893.

Specific Documents:

1. Any and all preliminary design information prepared by or at the request of either the State or Union Pacific, regarding the construction of "G" and "H" structures and any related shoring of Union Pacific's railroad tracks, including, but not limited to, preliminary plans and drawings, draft special provisions, correspondence, minutes of meetings, and any and all internal memoranda, notes, sketches or other documents of whatsoever nature related to the work subsequently included under Oregon Department of Transportation, Highway Division Contract No. 8893.

2. Any and all documents pretaining to the evaluation of plans and written details submitted by Drake concerning construction of "G" and "H" structures and related shoring of Union Pacific's railroad tracks.

3. Any and all documents pertaining to changes and alterations made by the State and/or Union Pacific in the

plans and written details submitted by Drake concerning construction of "G" and "H" structures and related shoring of Union Pacific's railroad tracks.

4. Any and all contracts or agreements between Union Pacific and the State relating to the Project.

5. Any and all documents regarding or reflecting work performed by Union Pacific at the project site during the construction of the project.

6. Any and all diaries, logs or other records maintained by Union Pacific regarding the construction of the Project, including but not limited to those describing shoring or construction of bridges 13514G and 13514H.

7. Any and all correspondence, memoranda, communications or other documents evidencing communications of whatsoever nature between the State and Union Pacific relating to the Project.

8. Any and all correspondence, memoranda, communications or other documents evidencing communications of whatsoever nature between the State and/or Union Pacific and any other individuals or entities regarding the Project.

9. Any and all photographs of the Project, including but not limited to photographs of the shoring and construction of bridges 13514G and 13514H.

CERTIFICATE OF SERVICE

STATE OF OREGON)
) ss.
County of Multnomah)

I, ______________________________, being first duly sworn, depose and say:

That the within subpoena was delivered to me for service on ______________________, 1985 and that I served the same within the county and state aforesaid on the ______ day of ________________, 1985 on the within named UNION PACIFIC RAILROAD COMPANY, Transportation Division, Department of Operation by delivering to it personally a copy thereof and giving or offering to it at the same time the fees (named below) to which it is entitled for travel to and from the place designated in said subpoena and one day's attendance;

That I am a competent person over the age of 18 years.

____

SUBSCRIBED AND SWORN TO before me this ______ day of __________________________, 1985.

____
Notary Public for Oregon
My commission expires: ____________

Witness fees $ 5.00
Mileage $ .16
Paid by 5.16

8893

filing

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- ____________

R- ____________

Reported to Commission: ____________

Name of Case: Drake v. Oregon Rock Products

Cause of Action: none County: Washington

Demands of Plaintiff: enforcement of contract

Settlement: none

REMARKS:

This matter arose from a dispute about CTB to be used at So. Tigard Interchange of I-84. A dispute between a terminated sub-contractor and the prime. Our participation as a party was requested by the prime. We refused. Mr. Bob Shotwell was subpoened and deposed in his capacity as resident engineer. After discussions with the assigned A.A.G. the parties have elected not to join the State as a litigant. The file may be closed.

William F. Cloran
Signature of Attorney

John R. [illegible] Jr.
Concurrence of Chief Counsel

cc: John McCulloch
M. M. Mead
Adele Egan
Marilyn McHugh

8893

Roy Farrell
1515 SW 5th
Portland, OR 97201

248-2661

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Certified a true and correct copy of the original.

DONALD M. DRAKE COMPANY,
a corporation,

Plaintiff,

vs.

STATE OF OREGON, acting by
and through its Oregon
Department of Transportation,
State Highway Division,

Defendant.

No. 8403-01518

NOTICE OF DEPOSITION

TO: Defendant State of Oregon, Department of Transportation, State Highway Division, and its attorney, William Cloran, Assistant Attorney General

PLEASE TAKE NOTICE that Plaintiff, pursuant to Oregon Rules of Civil Procedure, will take the deposition of Union Pacific Railroad Company, before a person authorized to administer oaths, in the office of Kobin & Meyer, P. C., 610 S. W. Alder, Suite 800, Portland, Oregon on February 20, 1985 at 10:00 a. m., said deposition to continue until adjourned and until completed.

KOBIN & MEYER, P. C.

By DANIEL J. SEIFER
DANIEL J. SEIFER
OSB No. 69156
Of Attorneys For Plaintiff

8893

November 14, 1984

Mr. Roger Leo
Harper, Leo & Associates
Attorneys at Law
Suite 321
115 S.W. Ash Street
Portland, Oregon 97204

Re: Donald M. Drake v. Oregon Rock Products, Inc.
Washington County Circuit Court Case No. 84-1151C

Dear Mr. Leo:

In response to your request of October 30, 1984, I am forwarding to you under cover of this letter the following:

(1) Volume 2 of Resident Engineer Shotwell's Diary.

(2) Copies of progress payment vouchers for the period of January 1984 through September 1984. As is noted on the final page, the October 1984 estimate is incomplete as of this date.

(3) Field notes for remeasure of the aggregate stockpile at Oregon Rock.

(4) Copies of red book provisions section 109.10 at page 86, section 308 at pages 182 to 187 inclusive, and section 450 at pages 225 to 228 inclusive.

(5) Copies of contract and bond pages 45 and 46.

(6) Field work sheets for aggregate gradiation.

You will be billed separately for the costs of copying. These documents are uncertified per your request. Should the need arise, the State is prepared to supply affidavits certifying to the completeness and correctness of the copies.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

Enclosures

cc: David Trachtenberg w/enc.

DAVID W. HARPER, P.C.

HARPER, LEO AND ASSOCIATES
A LAW PARTNERSHIP OF PROFESSIONAL CORPORATIONS
115 SOUTHWEST ASH
SUITE 321
PORTLAND, OREGON 97204
(503) 222-4900

ROGER J. LEO, P.C.

October 30, 1984

William F. Cloran
Assistant Attorney General
Room 450, Justice Building
Salem, Oregon 97310

Re: Donald M. Drake v. Oregon Rock Products, Inc.
Washington County Circuit Court Case No. 84-1151C

Dear Mr. Cloran:

This will confirm my request for the following documents, some of which were produced at the deposition of Robert E. Shotwell on October 26, 1984:

(1) Mr. Shotwell's diary, volume two, in its entirety;

(2) Progress payment reports for the period January, 1984, through October, 1984, inclusive;

(3) Field Notes for Remeasure which were apparently prepared at the time the stockpile at Oregon Rock was initially surveyed, I believe in March, 1984;

(4) Photocopies of the "red book" Standard Specifications, consisting of section 109.10 at page 86, section 308 at pages 182-187 inclusive, and section 450 at pages 225-228 inclusive;

(5) Contract and Bond at pages 45-46;

(6) The designated Field Work Sheets for Aggregate Gradation, which were dated January 17, 19, and 25, February 15 and 27, and March 21, 26, and 29, 1984. There may be additional reports within this range of dates in the material inspection forms, and if I have missed a date, please provide the Sheet for that date also.

I expect that you will charge a reasonable photocopying fee. I do not request that the documents be certified.

Very truly yours,

ROGER J. LEO, P.C.

Roger J. Leo, by Sharon Reinhold

Roger J. Leo

RJL:sr
cc: Oregon Rock Products, Inc.

8893 11-13-84

SUIT ANALYSIS AND DEFENSE REPORT

File # 734-210-0085

Suit Styled Donald M. Drake v. Oregon Rock Products

Court Circuit #84-1151-C County Washington

Tort Allegations none - see below

Other Allegations (Non-Tort) ______

Suit Demand - Specials $______ General $______

Attorney Fees $______ Other Relief $______

Demand $______ Settlement Offered $______ Proposed $______

Joint Tortfeasors ______ (Name(s)) Percent of Negligence ______

Estimated Negligence of State Defendants ______% Probable Judgment If Case Lost $______

Estimated Probable Chance of Winning ______% Estimate of Plaintiff's Comparative Negligence ______%

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program We plan to attend deposition of OSHD employees and make/monitor document requests

Should Team Approach Be Considered? Yes ______ No X

LEGAL COST ESTIMATE

	Estimated Hours: Research	Estimated Hours: Law & Motion Discovery	Estimated Hours: Trial	Rate	Cost
Attorney		15			
Investigator					
Law Clerk					
Other					
TOTAL					

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? Settle ______ Trial ______

Remarks: This is a suit between prime and sub-contractor. Our people are being deposed and we are monitoring to attempt to avoid 3rd party involvement.

Attorney William L. Close Date 11-13-84

Court Circuit #84-1151-C County Washington

Tort Allegations none - see below

Other Allegations (Non-Tort)

Suit Demand - Specials $ General $

Attorney Fees $ Other Relief $

Demand $ Settlement Offered $ Proposed $

Joint Tortfeasors (Name(s)) Percent of Negligence

Estimated Negligence of State Defendants %

Probable Judgment If Case Lost $

Estimated Probable Chance of Winning %

Estimate of Plaintiff's Comparative Negligence %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program We plan to attend deposition of OSHD employees and make/monitor document requests

Should Team Approach Be Considered? Yes No X

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney		15			
Investigator					
Law Clerk					
Other					
TOTAL					

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE?

Settle
Trial

Remarks: This is a suit between prime and sub-contractor. Our people are being deposed and we are monitoring to attempt to avoid 3rd party involvement.

Attorney William L. Close Date 11-13-84

Chief Trial Counsel Date

10-5-84/jep/#1

8873

HARPER, LEO AND ASSOCIATES
A LAW PARTNERSHIP OF PROFESSIONAL CORPORATIONS
115 SOUTHWEST ASH
SUITE 321
PORTLAND, OREGON 97204
(503) 222-4900

DAVID W. HARPER, P.C.

ROGER J. LEO, P.C.

October 23, 1984

William F. Cloran
Assistant Attorney General
Room 450, Justice Building
Salem, Oregon 97310

Re: Donald M. Drake v. Oregon Rock Products, Inc.
Washington County Circuit Court
Case No. 84-1151C

Date: Friday , October 26, 1984 at 10:00 am.

Dear Mr. Cloran:

This will confirm the amicable re-setting of Robert Shotwell's deposition for the above date at the Justice Department offices in the Pacific Building in downtown Portland. I will provide the reporter.

I have reviewed the two bundles of White Tickets and the two volumes of diaries which were made available on October 17, 1984. I do not know whether the other materials requested by my letter of October 17, 1984, including the original contract, inspection reports, departmental memos, work papers, telephone messages or similar documents exist, but if they do, I would like to have them available for my review and Mr. Shotwell's reference. Obviously, the same attorney-client privilege and public records law exceptions would apply to this request.

Please find enclosed the Notice of Deposition, as discussed. At the time of the deposition I will offer the stipulation confirmed by my letter of October 8, 1984.

Very truly yours,

ROGER J. LEO, P.C.

Roger J. Leo

Roger J. Leo

RJL:gr
cc: David R. Trachtenberg

8893

DAVID W. HARPER, P.C.

HARPER, LEO AND ASSOCIATES
A LAW PARTNERSHIP OF PROFESSIONAL CORPORATIONS
115 SOUTHWEST ASH
SUITE 321
PORTLAND, OREGON 97204
(503) 222-4900

ROGER J. LEO, P.C.

October 12, 1984

David R. Trachtenberg
Attorney at Law
Suite 800, 610 S.W. Alder Street
Portland, Oregon 97205

Re: Donald M. Drake v. Oregon Rock Products, Inc.
Washington County Circuit Court
Case No. 84-1151C

Dear David:

If I thought that you had done something improper with regard to this litigation, I would have told you so directly, in person, and not by innuendo. If it needs to be said, I confirm to you that I know of nothing improper, at this point, with regard to the manner in which this litigation has been handled by your office or the way in which your client has responded to this problem. However, I am surprised that your suggestion that I informally investigate this matter by talking with Mr. Shotwell has been escalated into a formal deposition, particularly where the reason for the deposition requirement establshed by Mr. Cloran apparently stems from past litigation in which both Drake and your firm were involved. As the result of this, I am also a bit frustrated.

I hope you will therefore understand that I do not desire to continue the October 18, 1984 depositions beyond that date. I have spent the better part of two hours in establishing those depositions, and the time set was apparently convenient to Mr. Shotwell, Mr. Cloran, your office and myself at the time the depositions were amicably set. Your letter of October 11 was the first notice I had had of a trial scheduled on October 16, and there will be both delay and substantial inconvenience in attempting to reschedule the depositions.

Under these circumstances, would it be possible for some other person in your office to cover these depositions?

I await your response, and hope that we may continue to work towards an appropriate resolution of this matter on an appropriate professional and amicable personal basis.

Very truly yours,

ROGER J. LEO, P.C.

Roger J. Leo

Roger J. Leo

RJL:sr
cc: William F. Cloran ✓
Oregon Rock Products, Inc.

8893

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

October 11, 1984

Mr. Roger J. Leo
Attorney at Law
Harper, Leo and Associates
115 SW Ash
Suite 321
Portland, Oregon 97204

Re: Donald M. Drake Company - Oregon Rock Products
Washington County Case No. 84-1151C

Dear Roger:

I received your letter of October 8, 1984.

I do not understand whether you are attempting to suggest that the Donald M. Drake Company and/or Kobin & Meyer, P.C. is engaging in some act that you believe to be improper or what you mean to imply by the second and third paragraphs of your letter.

As I advised you, I am currently scheduled for a trial in Federal Court starting on October 16 which I had hoped would settle, but which is now definitely going to trial for six to seven days.

While I will attempt to have someone available to take the deposition on October 18, 1984, I cannot guarantee that fact and would therefore request the professional courtesy that this deposition be rescheduled.

I would appreciate your promptest advice if this is for any reason impossible to reschedule and I am, by copy of this letter to Mr. Cloran, requesting the same courtesy from himself and the Highway Division.

I await your promptest response.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/
cc: William F. Cloran ✓

COPY

HARPER, LEO and ASSOCIATES
Law Partnership of Professional Corporations
115 SOUTHWEST ASH
SUITE 321
PORTLAND, OREGON 97204
(503) 222-4900
Fed. I.D.#93-0852952

DAVID W. HARPER, P.C.

ROGER J. LEO, P.C.

October 8, 1984

William F. Cloran
Assistant Attorney General
Room 450, Justice Building
Salem, Oregon 97310

Re: Donald M. Drake v. Oregon Rock Products, Inc.
Washington County Circuit Court Case No. 84-1151C

Dear Mr. Cloran:

This will confirm the amicable setting of the deposition of Robert Shotwell, an engineer with the Oregon Highway Division, for Thursday, October 18, 1984 at 2:00 p.m. at the Justice Department offices in the Pacific Building here in downtown Portland. I will provide the reporter.

I have confirmed this date with Mr. Trachtenberg's office. His secretary tells me that he has depositions in another matter set at 9:30 a.m., but they are expected to run only to about 1:00 p.m. In response to her concern as to what would happen in the event that the other depositions ran past this date, I advised her that we would simply await Mr. Trachtenberg's arrival. Because this is the earliest available date and there are no additional dates available during the week of October 15, 1984, we would like to conclude the deposition on that day, but we may run a bit late. Perhaps Mr. Shotwell and you could make personal arrangements accordingly.

I would also like to confirm my informal request, in lieu of a Request for Production, that we be allowed to inspect the Highway Division file, and any additional private work papers which Mr. Shotwell may have. I do not know the contents of the file, but would expect to see the original contract, inspection reports, diaries, departmental memos, work papers, telephone messages, and similar documents. I would of course expect that you would cull the file for documents excludable under customarily viable objections, including the attorney-client privilege, and the public records law. If there are additional grounds beyond these two obvious ones which you would assert in withholding documents, I request that you informally advise me of the general nature of the documents and the grounds on which production is objected to.

At the commencement of the deposition, I will offer a stipulation to the effect that we will not needlessly call Mr. Shotwell at the time of trial, unless there is some good reason such as trial to a jury, or the emergence of additional facts not presently foreseeable which may be relevant to resolution of the issues between the parties as stated at that time. For example, this matter is currently proceeding on equitable grounds, but may under some possible scenarios be converted to a legal case for damages. I do not intend to inquire as to that matter at this time, but if it emerges, I reserve the right to again depose Mr. Shotwell, and possibly to call him at the time of trial. I trust these arrangements are acceptable. Please inform me if any problem should arise.

Very truly yours,

ROGER J. LEO, P.C.

Roger J. Leo

Roger J. Leo

RJL:sr
cc: David R. Trachtenberg
Oregon Rock Products

8893

Claim File
Cont. # 8893

F

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

NOTED
H. S. COULTER

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 16 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

3-21

March 14, 1984

what is this all about?

Mr. Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: Donald M. Drake Company v. State of Oregon

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Multnoman County Circuit Court. Named defendants include Oregon State Highway Division.

The matter concerns claims for extra work and defective specifications on the Banfield project.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

Frank R. McCulloch

John R. McCulloch, Jr.
Chief Counsel, Trial Division

RECEIVED
STATE HWY ENGR
APR 3 '84
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

JRMc:mj
Jackmond — J
Fredrickson — E

[redacted]

Rec'd OMP
MAR 21 '84
@ Const'n. Offr.

K

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 16 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3-21

what is this all about?

cys Schwartz Sollis
3-16

March 14, 1984

Mr. Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: Donald M. Drake Company v. State of Oregon

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Multnoman County Circuit Court. Named defendants include Oregon State Highway Division.

The matter concerns claims for extra work and defective specifications on the Banfield project.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj

5

mg
8893

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(67)312

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
11-9-83

4. PROGRAM NO.

5. ITEM NO. 80412

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-31-83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION: NE. FAILING STREET - NE. HANCOCK STREET

11. GENERAL DESCRIPTION OF WORK Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS As requested by Mr. Keasey's letter of November 1, 1983 this will confirm the date of October 31, 1983 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $10,000; Federal Funds $9,222 (SFO #9).

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossne

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

8893

8

May 31, 1983

CON 5
#8893

Mr. Thane Tienson
Attorney at Law
101 S.W. Main
Suite 2000
Portland, OR 97204

Dear Mr. Tienson:

As requested, we are enclosing a copy of Contract No. 8893 awarded to Donald M. Drake Company for work on the N.E. Failing Street-N.E. Hancock Street (North Banfield) Interchange) Section of the East Portland Freeway in Multnomah County.

As there was not an extra copy of this contract available, it was necessary to xerox. There is a charge of $29.50 as follows:

Initial charge	$5.00
Copies (10 cents per page)	24.50
	29.50

Please mail your check to 121 Transportation Building, Salem, OR 97310 and make it payable to the Department of Transportation, Highway Division.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Encl.
fkn:ks

8893

8

May 17, 1983

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#8893

Gentlemen:

A post-final payment for $7,501.38 will be made to Donald M. Drake Co. on Contract No. 8893 for work on the N.E. Failing St.-N.E. Hancock St. (N. Banfield Intchge.) Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $19,123,294.35 including the post-final payment. Of the total $217,680.10 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, OR 97209

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8893

8

May 16, 1983

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#8893

Gentlemen:

On March 22, 1983, we wrote to you concerning release of final payment on Contract No. 8893 awarded to Donald M. Drake Co. for work on the N.E. Failing St.-N.E. Hancock St. (N. Banfield Intchge.) Section of the East Portland Freeway in Multnomah County.

The total contract amount is $19,115,792.97 including $217,680.10 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, OR 97209

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8893

May 5, 1983

Parkrose Water District
4800 NE 122 Avenue
Portland, OR 97220

CON 5
#8893

Attention: Dale L. Jutila
Manager

Gentlemen:

Thank you for your letter of April 7, 1983, stating that the claim filed June 23, 1982 against Donald M. Drake Company has been settled in the amount of $1,701.45.

This appears to be in reference to the Donald M. Drake Co. Contract No. 8893 for work on N. E. Failing Street-N.E. Hancock Street (N. Banfield Interchange) Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:bk

cc: Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, OR 97209

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

TED
5-5-83

PARKROSE WATER DISTRICT
4800 N.E. 122 AVENUE • POST OFFICE BOX 20039
PORTLAND, OREGON 97220
PHONE (503) 256-0900

April 7, 1983

Mr. Robert Gormsen, Manager
Commission Services
Department of Transportation
Room 121 Transportation Bldg.
Salem, Oregon 97310

Reference: Claim for Repair Charges
Contract No. 8893

Dear Mr. Gormsen:

Parkrose Water District has settled the claim filed June 23, 1982 against Donald M. Drake Co. The District Board of Directors voted on March 9, 1983 to accept $1,701.45 from Sayre & Tosco, Inc., who insures Steelman-Duff, sub-contractor to Drake.

The amount of $1,701.45 was received by the District March 30, 1983 and the Oregon Department of Transportation is hereby notified of satisfactory settlement of the claim.

Your efforts in this matter have been appreciated.

Thank you.

Sincerely,

PARKROSE WATER DISTRICT

Dale L Jutila

Dale L. Jutila
Manager

DLJ:lh

RECEIVED
APR 11 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8893,

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 8893	NE Failing St.-NE Hancock St. (N. Banfield Intchge.) Multnomah County	March 9, 1983
R. L. Coats No. 9527	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 15, 1983
Cascade Const. Co. No. 9025	N.Main Ave.-Bull Run Rd. Multnomah County	March 16, 1983
R. L. Coats No. 9535	Sisters Truck Scale Deschutes County	March 16, 1983
Jack Robinson & Sons, Inc. No. 9526	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 16, 1983
Fabricators, Inc. No. 9381	Elkhead Rd.Intchge.-Rice Hill Intchge. Douglas County	March 17, 1983
J. C. Compton Co. No. 9420	32nd St.-Crest Motel (Astoria) Clatsop County	March 17, 1983
Ajax Electric Co. No. 9427	Columbia River Hwy. @ SW E.M. Watts Rd. & SW Maple St. (Scappoose) Columbia County	March 17, 1983
Siuslaw Construction Co. No. 9204	Sundial-Sandy River Multnomah County	March 21, 1983
Cascade Const. Co.,Inc. No. 9183	SW Bancroft St.-Sellwood Br. (Portland) Multnomah County	March 22, 1983
Steve Pyles, General Contractors, Inc. No. 9500	N. Fk. Ash Creek (Hoffman Road) Bridge Polk County	March 22, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Auburn Const. Co. No. 9399	Abiqua Creek Bridge Marion County	March 29, 1983
A. K. Lundmark & Son, Inc. No. 9423	Westport Slough (Woodson) Bridge Columbia County	March 29, 1983
Wildish Const. Co. No. 9352	Dexter County Park Road-Minnow Creek Lane County	March 29, 1983

April 4, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

8893

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: January 17, 198~~2~~3

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: S. Banfield Interchange
E. Portland Freeway (I-205)
Multnomah County

NOTED
E. S. HUNTER

Submitted herewith is a revised surfacing design for the subject project. The funding source for this project will be FAI/FAIX combined funds.

For the portion of the project on the Banfield, this revision increases the thickness of the C.R.P.C.C. pavement from 10 to 11 inches and increases the thickness of Treated Base from 12 to 14 inches on the "New Work" A.C. section. The portion of the project on the Banfield starts at the end of the 39th Avenue-87th Avenue project and extends to the portion completed as part of the N.E. Failing Street-N.E. Hancock Street (N. Banfield Interchange) project.

The revisions are the results of revised truck loading projections and revised factors for converting truck volumes to Equivalent Axle Loadings for Concrete Pavement design. This revised design for the C.R.P.C.C. pavement is based on Darter's Zero Maintenance Procedure. Should any questions arise about this analysis, they will be promptly answered.

Your early approval of the attached design is requested.

FET:JTS:tb-ge
Attachments

cc J. T. Scofield
E. S. Hunter
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JAN 17 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

8893

November 17, 1982

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

CON 5
#8893

Attention: Marge Webb
Surety Department

Gentlemen or Ladies:

Thank you for your letter of November 15, 1982, with attached Release of All Claims from Ureca, Inc. dated April 30, 1981. This Release indicates that Ureca was paid $1,800 in settlement for claims previously filed against Donald M. Drake Company, The Travelers Indemnity Company, and Steelman-Duff, Inc.

This was in connection with Contract No. 8893 with Donald M. Drake Company for work on N.E. Failing Street-N.E. Hancock Street (North Banfield Interchange) Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, OR 97209

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

NOTED [illegible]
JS 11/17/82

Corroon & Black of Oregon

Insurance/Surety Bonds
1600 S.W. Fourth Avenue
P.O. Box 8699
Portland, Oregon 97207
503/224-4155 Telex No. 360-548

November 15, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Commission Services

RE: CON 5
#8893
Donald M. Drake Company

Gentlemen:

Enclosed for your file is copy of Release of all claims from Ureca, Inc.

Very truly yours,

CORROON & BLACK OF OREGON

Marge Webb

Marge Webb
Surety Department

mw
encl.

RECEIVED
NOV 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF ALL CLAIMS

FOR THE SOLE CONSIDERATION of One Thousand Eight Hundred Dollars and 00/100 ($1,800.00) in hand paid to the undersigned, Ronald McReary as President of Ureca, Inc., does hereby release, acquit and forever discharge, Travelers Indemnity Company, Donald M. Drake Co. and Steelman-Duff, Inc., their heirs, successors, executors, administrators, assigns and agents, and all other persons, firms, or corporations liable or who might be claimed to be liable.

The undersigned hereby declares that he has read this Release and that it is fully understood and voluntarily accepted for the purpose of making a full, final and complete settlement, adjustment and compromise of any and all claims arising out of the action described below, in whatever legal form or theory he might assert the same whether disputed or otherwise, and in particular including, but not limited by those matters set forth in the Complaint of the undersigned in the Circuit Court of the State of Oregon, County of Multnomah, entitled: State of Oregon, ex rel, Ureca, Inc., Plaintiff v. Travelers Indemnity Company, Defendant, No. 8011-06546.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 30 day of April, 1981.

URECA, INC.

By:
Ronald McReary
President

RECEIVED
NOV 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8893 D

STATE OF OREGON

INTEROFFICE MEMO

NOTED
W. E. SCHWARTZ

TO: H. S. Coulter
State Highway Engineer

DATE: November 15, 1982

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

Discussed w/ Jackmond 11/22/82
he will have letter sent to
Contractor advising him that
he can expect payment by Dec 1.

SUBJECT: Project Finalization and Retainage Release
N.E. Failing - N.E. Hancock St.
Contract No. 8893

We have reviewed the project data on this contract and find that the information contained in the October 22 internal memo of the contractor, Donald M. Drake Co., is substantially correct.

The on-site work on this project was substantially completed on January 22, 1982. Minor corrective work and required forms and paperwork were completed by the contractor intermittently until approximately June 1, 1982 at which time the contractor's obligations under the contract were completed. A semi-final estimate was processed and payment made to the contractor in June, 1982. The final estimate and payment has not been made and will be processed by approximately December 1, 1982. The final estimate will indicate some quantity adjustments in favor of the contractor in the amount of approximately $13,000.00 and will include interest on that amount from July 1, 1982 until paid. A post semi-final estimate will be processed to reflect the known quantity adjustments, the interest to date and to release all but a minimal amount of retainage.

Several events, misunderstandings and administrative oversights caused or contributed to the State's delay in finaling this contract. These either have been, or will be, corrected to avoid similar future delays.

This $21 million contract was almost complete on January 1, 1982 when the State's Project Manager retired. The on-site work, including minor repairs and cleanup, was completed in May 1982. Required forms and paperwork, including Price Agreements 35 and 44, were received in the Project Manager's office about June 1, 1982. The "Third Notice" indicating full project completion to the contractor and to State personnel at various offices should have been issued at that time. However, there were two claims for additional compensation and two price adjustment Price Agreements for non-spec material not resolved or agreed at that time and the Project Manager delayed the "Third Notice" pending the resolution of these items in the mistaken understanding that the project could not be finaled until they were resolved. These items are not a contractual requirement of the contractor and should not have been cause to delay the final payment to the contractor. There have been other delays in processing the final estimate and payment by other units within the Division, such as the checking of final quantities and the review of the materials testing data. These delays

D

were the result of the "Third Notice" not being issued and the practice of placing workload priority on projects for which "Third Notice" have been issued.

Several alterations have been made, or are under review, as a result of the above happenings. First, an instructional letter is being sent to our Region Engineers to make sure they are aware of the potential consequences of such delays and requesting their assistance in conveying this message to their Project Managers. Second, we have developed a checking procedure, within the Construction Office, whereby each month we will review projects to determine precisely why a "Third Notice" has not been issued for completed projects. This information will be furnished to the appropriate unit for action as required. Third, a review of the final quality and final quantity checking process is being made to insure that these processes to not delay project final payments. The entire matter of final estimates and final payment is high on our list of discussion topics with our Project Managers at our upcoming winter meetings.

Retainage on this contract is currently $100,000.00 in the form of a security deposit. The contractor requested, and received, several retainage reductions during the life of this contract. The last reduction, from $465,960.00 to $100,000.00, was made in February. The contractor had requested a reduction to 100% of the value of remaining work. During the processing of this last request we discovered an error in earthwork quantity computations amounting to an overpayment of approximately $51,000.00. The contractor was advised of this error on February 12, 1982. Final quantities on most other bid items on this contract had not been checked and we were reluctant to reduce retainage below $100,000.00 until the final check of quantities was substantially complete. Final quantity checking did proceed and we could and should have made additional reductions in retainage. The previously described checking procedure should assist in not letting these oversights occur. in the future, —

OBJ:cb

cc: Al Harwood

October 22, 1982

Franklin G. Drake

Pete Ebert

N.E. Failing St. - N.E. Hancock St.
O.S.H.D. Contract No. 8893

Reference: Retention Release

To understand our concern regarding the referenced subject, it is advantagous to review a chronology of events on the subject project:

On December 21, 1981 we notified the OSHD that "According to Section 109.09 of the Standard Specifications and the Special Provisions, we request a release of our retention less 100% of the value of the remaining work to be performed. We are substantially complete at this time."

On March 22, 1982 we were notified by the OSHD that "We are in receipt of your request for semi-final inspection on Contract 8893, N.E. Failing St. - N.E. Hancock St. The semi-final inspection will be made and become the final inspection if the criteria in Article 105.18 of the Standard Specifications are met."

On April 19, 1982 we notified the OSHD that "We acknowledge receipt of your letters dated April 2, 1982 and April 14, 1982 wherein you list another set of punch lists.

On May 25, 1982 we notified the OSHD "Per Section 105.18 of the Standard Specifications, "semi-final and final inspection", we have completed the work on your letters of April 2, 1982 and April 14, 1982 and request final inspection. According to Section 105.16 we will consider the maintenance obligation at an end within seven (7) days of this letter."

On May 26, 1982 we were notified by the OSHD that "Final inspection of the corrective work on Contract 8893, N.E. Failing St. - N.E. Hancock St., has been made and found satisfactory. To my knowledge all paperwork and bills have been submitted except Price Agreements No. 42, NO. 44, and No. 45 which have been signed. Please respond to me concerning these Price Agreements."

> On May 27, 1982 we notified the OSHD that Price Agreement No. 42 had been executed on January 28, 1982 and Price Agreement No. 44 had been executed on May 26, 1982. Additionally, we were reluctant to execute Price Agreement No. 45, which was a credit because of white paving tolerances, because the OSHD had inspected the wide paving during its installation and had found it to be satisfactory except in areas where grinding was requested and performed. After the work they assessed a penalty. Additionally, we requested the OSHD to allow for additional payment of equipment on the waterproofing which had been paid for on a Force Account basis; however, there was a variance in the appropriate Equipment Rental Rates in the amount of approximately $2,000.

We have verbally inquired about the status of our final payment a number of times and have been told generally that it is still being subjected to a final quantity review.

Attached is a table which shows the amount of retention withheld over the period from December, 1981 to October, 1982. As you can see the OSHD is still retaining $100,000. Conversely, the Donald M. Drake Company is holding similar amounts from its subcontractors until final payment is received.

It should be noted that the above scenario is not uncommon and that, on three previous projects, the final retention releases were not made until approximately one (1) year from substantial or final completion.

PdeCE:dks

CONTRACT 8893 JOB-215 RETENTION WITHHELD

AS OF	AMOUNT RETAINED
12/81	455,125.00
1/82	455,125.00
2/82	100,000.00
3/82	100,000.00
4/82	100,000.00
5/82	100,000.00
6/82	100,000.00
7/82	100,000.00
8/82	100,000.00
9/82	100,000.00
10/22/82	100,000.00

8893

November 10, 1982

United Equipment, Inc.
7606 N.E. Union Avenue
Portland, OR 97211

COM 5
#8893

Attention: Nancy K. Hibbard
Secretary/Treasurer

Gentlemen or Ladies:

Thank you for your letter of November 9, 1982, advising us that United Equipment, Inc., United Concrete Pumping, Inc., and United Concrete Mobile have been paid in full.

This appears to be in connection with claims filed in 1980 against the subcontractor, Foundation Constructors, and the prime contractor, Donald M. Drake Company, for work on N.E. Failing Street-N.E. Hancock Street (North Banfield Interchange) Section Project.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, OR 97209

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

ED
11-10-82
JS

United Equipment, Inc.

November 9, 1982

Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Atten: Robert Gormsen

Subject: Contract # 8893

Dear Mr. Gormsen:

Regarding the above numbered contract, please be advised that United Equipment, Inc., United Concrete Pumping, Inc. and United Concrete Mobile have been paid in full. This was a job by Donald M. Drake Co. and Foundation Constructors.

If you have any questions on the above, please give me a call at the number below.

Yours Very Truly,

Nancy K Hibbard

Nancy K. Hibbard
Secretary/Treasurer

cc: Lee Sauer, Donald M. Drake Co.

RECEIVED
NOV 10 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

7606 NE Union Avenue, Portland, Oregon 97211 • Telephone 503/283-2105

8893

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
Contract Administration Engineer

DATE: October 8, 1982

L. E. Beecroft
FROM: for John C. Jenkins, PE
Engineer of Materials

NOTED
H. S. COULTER

SUBJECT: Concrete Pipe Quantities
Contract 8893

Attached for your information is a copy of the concrete pipe data for Contract 8893 that was furnished to Mr. Kenneth Heard, Special Agent for the EPA.

The release of this information was OK'd by Martha Rice of our Legal Section.

gs

RECEIVED
STATE HWY ENGR
OCT 11 '82
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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CE
CAE ✓
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RECEIVED
OCT 11 1982
CONSTRUCTION SECTION

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TC
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orm 734-3049 (Rev. 2-79)
REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET

SHEET 1 OF 15 SHEETS

N.E Failing St. - N.E. Hancock St.

Contract No. 8893 Prefix 626-1042

Arabic numerals - plain
Roman numerals - reinforced

Concrete Pipe

10-8-82

ize	Mfr.	*Class		L.F. Quantity		Date Shipped	Inv. Number	
8"	SPEC	2		21'		5-4-81	14977	
	"	"		13.5'		9-9-81	52741	
	"	"		59.5'		9-18-81	711-C-81	
	"	3		203'		7-1-80	4764	
	"	"		108.5'		8-26-80	5772	
	"	"		101.5'		11-16-79	?	
10"	SPEC	3		315'		2-1-80	2451	
	"	"		70'		8-26-80	5777	
	"	"		31.5'		6-30-80	4575	
	"	"		42'		11-3-81	4574	
12"	SPEC	3		420'		6-10-80	519987	
	"	"		102'		6-23-80	4519	
	"	"		36'		7-11-81	52533	
	"	"		48'		11-7-80	14006	
	"	III		84'		12-5-79	1776	
	"	IV		82.5'		6-30-81	6038	
	"	V		180'		12-4-79	1764	
	"	"		54'		8-26-80	5772	
	"	"		192'		6-21-79	4316	
	"	"		24'		6-28-79	4508	
	"	"		162'		10-4-79	658	
	"	"		240'		11-14-79	1535	
	"	"		144'		11-14-79	1532	

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 2 OF 15 SHEETS

626 - 1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
2" (cont)	SPEC	V		150'		11-2-79	1269
	"	"		240'		11-1-79	1265
	"	"		204'		11-7-79	1322
	"	"		240'		11-5-79	1298
	"	"		162'		11-6-79	1298
	"	"		204'		10-6-80	12988
	"	"		240'		12-16-80	13390
	"	"		102'		11-25-80	14086
	"	"		102'		12-2-80	13321
	"	"		102'		?	?
	"	"		102'		7-1-80	4766
	"	"		18'		6-16-80	4384
	"	"		324'		6-18-80	4404 4406
	"	"		60'		11-21-80	14067
	"	"		192'		12-17-80	13402
	"	"		6'		1-15-81	13688
	"	"		60'		6-23-80	4524
	"	"		150'		1-19-81	13697
	"	"		435'		7-1-81	6059
	"	"		76'		7-1-81	6059
	"	"		472.5'		7-27-81	S2401
	"	"		285'		8-17-81	S2564
	"	"		30'		8-18-81	S2577
	"	"		187.5'		7-27-81	6400
	"	"		472.5'		8-31-81	S2661
	"	"		142.5'		8-31-81	7179

Form 734-3049, (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 3 OF 15 SHEETS

626-1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. No.
12"	SPEC	V		195'		9-9-81	S2741
	"	"		472.5'		9-25-81	S2876
				30'		9-9-80	12290
15"	SPEC	3		112.5'		11-7-80	14006
	"	"		54'		10-22-79	1158
	"	III		12'		12-5-79	1776
	"	V		102'		9-13-79	252
	"	"		102'		9-13-79	253
	"	"		120'		11-1-79	1262
	"	"		78'		11-1-79	1247
	"	"		150'		11-29-79	1727
	"	"		300'		11-30-79	?
	"	"		150'		12-3-79	1749
	"	"		24'		12-4-79	1764
	"	"		150'		6-29-81	6034
18"	SPEC	II		105'		12-18-80	13408
	"	3		102'		11-9-79	1505
	"	"		102'		11-9-79	1501
	"	"		102'		11-12-79	1515
	"	"		102'		11-12-79	1510
	"	"		102'		11-13-79	1519
	"	"		102'		11-15-79	1545
	"	"		102'		11-20-79	1590

orm 734-3049. (Rev. 2-79)
REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET
SHEET 4 OF 15 SHEETS

626-1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
3" (Cont)	SPEC	III		157.5'		5-6-80	?
	"	"		150'		6-16-80	4384
	"	"		105'		1-6-81	13485
	"	"		30'		1-6-81	13494
	"	"		30'		1-22-81	14218
	"	"		45'		10-31-80	13866 13946
	"	V		42'		8-13-79	9209
	"	"		102'		1-31-80	2446
	"	"		24'		2-4-80	2449
	"	"		102'		2-4-80	2450
	"	"		52.5'		9-9-80	12290
	"	"		105'		10-1-80	12926
	"	"		37.5'		11-11-80	14016
	"	"		22.5'		1-6-81	13494
	"	"		22.5'		1-6-81	13485
	"	"		22.5'		1-14-81	13677
	"	"					
	"	"					
1"	SPEC	3		90'		11-14-79	1539
	"	III		82.5'		6-18-80	4408
	"	"		75'		12-18-80	?
	"	"		82.5'		12-18-80	13414
	"	IV		127.5'		2-6-80	2472 2482
	"	"		112.5'		5-6-80	3906
	"	"		37.5'		5-6-80	3908
	"	"		75'		12-22-80	13433

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET
SHEET 5 OF 15 SHEETS

626-1042

ze	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
21"(cont)	SPEC	V		52.5'		9-9-80	12290
	"	"		30'		12-22-80	13433
	"	"					
	"	"					
24"	SPEC	2		66'		10-25-79	1199
	"	3		66'		10-24-79	1186
	"	"		66'		10-24-79	1187
	"	"		66'		10-25-79	1192
	"	"		66'		10-25-79	1196
	"	"		66'		10-25-79	1198
	"	"		66'		10-26-79	1203
	"	"		66'		10-31-79	1236
	"	"		12'		10-26-79	1211
	"	"		18'		10-31-79	1241
	"	"		66'		11-1-79	1245
	"	"		36'		11-1-79	1247
	"	"		66'		11-7-79	1329
	"	"		66'		11-7-79	1332
	"	"		66'		11-8-79	1338
	"	"		66'		11-8-79	1341
	"	"		66'		11-8-79	1344
	"	"		42'		11-15-79	1548
	"			36'		11-16-79	?
	"	"		66'		11-19-79	1576
	"	"		42'		11-21-79	1596
	"	"		66'		11-21-79	1603

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET

SHEET 6 OF 15 SHEETS

626-1042

ze	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number	
4" (cont)	SPEC	3		36'		11-26-79	1605	
	"	"		66'		11-26-79	1606	
	"	"		132'		11-26-79	1608 1609	
	"	"		102'		?	1615 1616	
	"	"		24'		10-1-80	12926	
	"	III		202.5'		10-22-79	1149 1150	
	"	"		45'		10-22-79	1158	
	"	"		67.5'		10-23-79	1166	
	"	"		67.5'		10-23-79	1170	
	"	"		45'		10-23-79	1174	
	"	"		105'		6-30-81	6049	
	"	IV		75'		10-19-79	1139	
	"	"		75'		10-19-79	1140	
	"	V		60'		6-29-79	4545	
	"	"		67.5'		6-29-79	4544	
	"	"		67.5'		6-29-79	4543	
	"	"		67.5'		6-29-79	4539	
	"	"		75'		11-3-80	13873	
	"	"		75'		11-3-80	13869	
	"	"		7.5'		12-10-80	13351	
	"	"		37.5'		10-31-80	13946	
	"	"						
	"	"						
30"	SPEC	III		67.5'		10-26-79	1211	
	"	"		45'		10-31-79	1234	
	"	"		30'		10-31-79	1241	

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REGON DEPARTMENT
TRANSPORTATION

TABULATION SHEET

SHEET 7 OF 15 SHEETS

626-1042

ze	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
" (cont)	SPEC	III		45'		10-31-79	1230
	"	"		45'		10-30-79	1229
	"	"		90'		10-29-79	1215 1216
	"	"		45'		10-30-79	1226
	"	"		45'		10-30-79	1217
	"	"		45'		10-29-79	1213
	"	"		22.5'		10-31-80	13566
	"	"		30'		12-10-80	13351
	"	"		30'		12-11-80	13365
	"	"		7.5'		12-12-80	13371
	"	"		45'		12-12-80	13375 13377
	"	"		45'		12-10-80	13348
	"	"		45'		12-11-80	13354
	"	"		45'		12-11-80	13362
	"	"		45'		12-10-80	13345
	"	"		45'		12-9-80	13340
	"	"		45'		12-9-80	13335
	"	"		45'		12-9-80	13331
	Town	IV		30.7'		12-15-80	33923
	"	"		7.67'		12-16-80	33936
	SPEC	V		135'		6-20-79	4311
	"	"		135'		6-20-79	4305
	"	"		135'		6-20-79	4303
	"	"		135'		6-20-79	4295-7
	"	"		45'		6-21-79	4317
		"		45'		6-21-79	4325

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET
SHEET 8 OF 15 SHEETS

626-1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
"(Cont)	SPEC	V		90'		6-22-79	4352
	"	"		45'		6-22-79	4350
	"	"		45'		6-22-79	4347
	"	"		45'		6-22-79	4346
	"	"		45'		6-22-79	4333
	"	"		67.5'		6-25-79	4361
	"	"		90'		6-25-79	4356
	"	"		45'		10-16-79	915
	"	"		45'		10-16-79	912
	"	"		45'		10-16-79	919
	"	"					
	"	"					
6"	SPEC	III		172.5'		6-16-80	C20033
	"	"					
	"	"					
3"	SPEC	IV		67.5'		9-6-79	9483
	"	"		22.5'		9-11-79	225
	"	"		22.5'		9-11-79	224
	"			67.5'		9-13-79	256
	"	"		30'		9-14-79	273
	"	"		67.5'		9-14-79	267
	SPEC	V		45'		8-29-79	9433
	"	"		67.5'		8-30-79	9444
	"	"		67.5'		8-30-79	9438
	"	"		67.5'		8-30-79	9448
	"	"		60'		8-31-79	9453

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEE

SHEET 9 OF 15 SHEET

626-1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
8"(cont)	SPEC	V		22.5'		8-31-79	9456
	"	"		45'		8-31-79	9458
	"	"		67.5'		9-4-79	9465
	"	"		67.5'		9-4-79	9468
	"	"		67.5'		9-4-79	9463
	"	"		105'		9-5-79	9470
	"	"		67.5'		9-5-79	9476
	"	"		67.5'		9-5-79	9479
	"	"		45'		9-6-79	9483
	"	"		22.5'		9-10-79	200
	"	"		7.5'		9-10-79	212
	"	"					
	"	"					
2"	SPEC	IV		45'		8-14-79	9248-50
	"	"		37.5'		8-14-79	9241
	"	"		45'		8-17-79	9285
	"	"		7.5'		8-17-79	9287-8
	"	"		7.5'		8-17-79	9284
	"	"		45'		8-17-79	9290
	"	"		45'		8-17-79	9283
	"	"		45'		8-17-79	9280
	"	"		52.5'		8-20-79	9311
	"	"		52.5'		8-20-79	9307
	"	"		52.5'		8-20-79	9293
	"	"		45'		8-21-79	9313
	"	"		22.5'		8-21-79	9327

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEE

SHEET 10 OF 15 SHEET

626-1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number	
"(cont)	SPEC	IV		22.5"		8-21-79	9327	
	..	..		22.5'		8-21-79	9326	
	..	..		22.5'		8-21-79	9325	
	..	..		15'		8-21-79	9331	
	..	..		7.5'		8-21-79	9329	
	..	..		22.5'		8-21-79	9324	
	..	..		22.5'		8-21-79	9323	
	..	..		22.5'		8-21-79	9322	
	..	..		45'		8-21-79	9321	
	..	..		30'		8-21-79	9320	
	..	..		22.5'		8-21-79	9319	
	..	..		22.5'		8-21-79	9318	
	..	..		67.5'		9-26-79	570	
	..	..		22.5'		9-26-79	574	
	..	..		67.5'		9-26-79	575	
	..	..		15'		9-26-79	579	
	..	..		7.5'		9-26-79	564	
	..	..		67.5'		9-27-79	589	
	..	..		67.5'		9-27-79	581	
	..	..		15'		10-11-79	847	
	..	..		67.5'		10-12-79	878	
	..	..		67.5'		10-12-79	867	
	..	..		45'		10-12-79	868 + 873	
	..	..		67.5'		10-15-79	891	
	..	..		45'		10-15-79	876	
	..	..		67.5'		10-15-79	897	

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEE

SHEET 11 OF 15 SHEETS

626-1042

ze	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
2"(cont)	SPEC	IV		22.5'		10-15-79	904
	"	"		22.5'		10-15-79	903
	"	V		37.5'		8-24-79	9374
	"	"		45'		8-24-79	9369
	"	"		45'		8-24-79	9365
	"	"		15'		8-22-79	9346
	"	"		22.5'		8-22-79	9342
	"	"		22.5'		8-22-79	9343
	"	"		67.5'		8-22-79	9341
	"	"		22.5'		8-22-79	9339
	"	"		52.5'		8-22-79	9338
	"	"		37.5'		8-29-79	9426
	"	"		37.5'		8-29-79	9423
	"	"		37.5'		8-28-79	9410
	"	"		37.5'		8-28-79	9403
	"	"		22.5'		8-27-79	9390
	"	"		30'		8-27-79	9385
	"	"		22.5'		8-27-79	9381
	"	"		67.5'		9-6-79	9487
	"	"		22.5'		8-22-79	9345
	"	"		22.5'		9-25-79	555
	"	"		22.5'		9-25-79	558
	"	"		22.5'		9-25-79	559
	"	"		7.5'		9-25-79	?
	"	"		37.5'		9-25-79	561
	"	"		22.5'		9-25-79	562

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET

SHEET 12 OF 15 SHEETS

626-1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
" (Cont)	SPEC	V		22.5'		9-24-79	533
	"	"		45'		9-25-79	547
	"	"		22.5'		9-25-79	542
	"	"		22.5'		9-25-79	550
	"	"		22.5'		9-25-79	554
	"	"		60'		9-26-79	564
	"	"					
	"	"					
78"	Town	2000 D		32'		7-2-79	?
	"	"		32'		7-2-79	24156
	"	"		32'		7-2-79	24169
	"	"		32'		7-3-79	24193
	"	"		32'		7-3-79	24195
	"	"		64'		7-3-79	24213
	"	"		64'		7-3-79	24203
	"	"		64'		7-3-79	24216
	"	"		32'		7-3-79	24189
	"	"		32'		7-3-79	24191
	"	"		64'		7-5-79	24222
	"	"		80'		7-5-79	24229
	"	"		16'		7-5-79	24236
	"	"		32'		7-5-79	?
	"	"		32'		7-5-79	24242
	"	"		16'		7-5-79	24243
	"	"		32'		7-5-79	24250
	"	"		32'		7-5-79	24251

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET
SHEET 13 OF 15 SHEETS

626-1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
"(cont)	Town	2000 D		48'		7-9-79	24283
	"	"		32'		7-9-79	24296
	"	"		20'		7-9-79	24297
	"	"		20'		7-9-79	24305
	"	"		20'		7-9-79	24312
	"	"		20'		7-9-79	24313
	"	"		10'		7-10-79	24340
	"	"		40'		7-10-79	24324
	"	"		20'		7-10-79	24329
	"	"		20'		7-10-79	24334
	"	"		10'		7-13-79	24424
	"	"		40'		7-13-79	24421
	"	"		40'		9-18-79	?
	"	"		40'		9-18-79	?
	"	"		10'		9-18-79	?
	"	"		20'		9-18-79	25799
	"	"		40'		9-19-79	?
	"	"		40'		9-19-79	26048
	"	"		40'		9-19-79	26039
	"	"		40'		9-21-79	?
	"	"		40'		9-21-79	26100
	"	"		40'		9-24-79	26136
	'	"					
34"	Taurn	3000D		24'		7-13-79	24448
	"	"		24'		7-13-79	24434
	"	"		24'		7-13-79	24438

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET

SHEET 14 OF 15 SHEETS

626-1042

ze	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number
"(cont)	Town	3000 D		24'		7-13-79	24450
	"	"		24'		7-16-79	24466
	"	"		24'		7-16-79	24464
	"	"		24'		7-16-79	24484
	"	"		24'		7-16-79	24480
	"	"		24'		7-16-79	24473
	"	"		36'		7-16-79	24462
	"	"		24'		7-16-79	24470
	"	"		24'		7-17-79	24517
	"	"		24'		7-17-79	24514
	"	"		24'		7-17-79	24507
	"	"		24'		7-17-79	24504
	"	"		48'		7-17-79	24493
	"	"		24'		7-18-79	24523
	"	"		24'		7-20-79	24585
	"	"		24'		7-20-79	24595
	"	"		24'		7-20-79	24586
	"	"		12'		7-20-79	24575
	"	"		48'		7-20-79	24576
	"	"		24'		7-23-79	24616
	"	"		48'		7-23-79	24611
	"	"		24'		7-26-79	24727
	"	"		48'		7-26-79	24704
	"	"		24'		8-3-79	24924
	"	"		24'		8-3-79	24909
	"	"		48'		8-4-79	?

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REGON DEPARTMENT
F TRANSPORTATION

TABULATION SHEET

SHEET 15 OF 15 SHEETS

626-1042

ize	Mfr.	Class		L.F. Quantity		Date Shipped	Inv. Number	
4"(Cont)	Town	3000D		48'		8-4-79	24929	
	"	"		48'		8-4-79	24931	
	"	"		24'		8-6-79	24954	
	"	"		24'		8-6-79	24947	
	"	"		24'		8-6-79	24942	
	"	"		24'		8-6-79	24940	
	"	"		24'		8-6-79	24961	
	"	"		24'		8-7-79	24976	
	"	"		24'		8-10-79	25100	
	"	"		12'		8-10-79	25098	
	"	"		24'		8-10-79	25087	
	"	"		36'		8-11-79	25123	
	"	"		48'		8-11-79	25112	
	"	"		48'		8-12-79	25110	
	"	"		48'		8-11-79	25109	
	"	"		48'		8-11-79	25105	

8893 CL-82-122 1.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 02 1982
NORMA PAULUS
SECRETARY OF STATE

June 30, 1982

FILED
JUL 02 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#8893

Parkrose Water District
4800 N.E. 122nd Avenue
P. O. Box 20039
Portland, OR 97220

Attention: Dale L. Jutila, Manager

Gentlemen:

This will acknowledge receipt of your letter dated June 23, 1982, filing a claim against Donald M. Drake Company for repair costs of a waterline crossing in the amount of $3,402.90.

Your claim letter states this is in reference to the Donald M. Drake Company Contract No. 8893 for work on the N.E. Failing Street-N.E. Hancock Street (N. Banfield Interchange) Section of the East Portland Freeway in Multnomah County.

The Travelers Indemnity Company through Corroon & Black of Oregon furnished the bond on this contract. We will advise the surety, agent, and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

TED
7/16/82 js

js

cc: Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, OR 97209

The Travelers Indemnity Co.
Attn: Surety Department
707 S.W. Washington St.
Portland, OR 97205

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

PWD

PARKROSE WATER DISTRICT
POST OFFICE BOX 20039 • 4800 N.E. 122 AVENUE
PORTLAND, OREGON 97220
PHONE (503) 256-0900

June 23, 1982

Mr. Robert Gormsen, Manager
Commission Services
Department of Transportation
Room 121 Transportation Bldg.
Salem, Oregon 97310

Reference: Claim for Repair Charges
Contract No. 8893

Dear Mr. Gormsen:

Parkrose Water District hereby files with the Oregon Department of Transportation this Notice of Claim against Donald M. Drake Co. for repair costs incurred by the District while work was performed under State of Oregon Contract No. 8893. This Contract involved work on the I-205 Freeway project.

The amount of the claim is $3,402.90 which represents the costs for repair of the District's 20" waterline crossing the Banfield Freeway damaged in June, 1979 during execution of the Contract.

The Oregon Department of Transportation was first notified in writing of this claim by letter dated August 23, 1979, addressed to Mr. Gary Kennen at the Metro office of the Oregon State Highway Division.

We appreciate your assistance in pursuing payment of this bill.

Thank you.

Sincerely,

PARKROSE WATER DISTRICT

Dale L Jutila

Dale L. Jutila
Manager

DLJ:lh

RECEIVED
JUN 24 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8893

I-205

ROAD DESIGN SECTION 378-6558

DES 16

Dennis S. Carlson
Asst. Project Manager

June 22, 1982

D. N. Stoudenmeyer
Design Supervisor

[redacted] Freeway
Multnomah County

Versteeg ✓
Anderson
Moss
...son
Sullivan
Turpin
Trout
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ROAD DESIGN SECTION

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This letter acknowledges receipt of your narrative report on the subject project.

You mention the error in calculating aggregate base at several locations. We don't have a ready explanation of this but obviously we made an error in figuring the amount.

You also mentioned that the temporary barrier was far short of that needed. This was an error on our part in figuring the quantities.

"T" top manholes were used on the job and you suggest that we incorporate these in other jobs. We are planning to use them on other projects and intend to include them as standards in the future.

Other than this apparently the job went well and we thank you for your comments as they may be helpful to use in future design work.

DNS:rlr

NARRATIVE REPORT

N.E. Failing St.-N.E. Hancock St.
East Portland Freeway
Multnomah County
Contract 8893

Comments?

INTRODUCTION

The contract was awarded to Donald M. Drake Company, Inc. on April 3, 1979 for $18,563,264.00. The construction cost was $20,677,835.00.

The project was for the construction of a section of the I-205 freeway from N.E. Failing Street to N.E. Hancock Street and a section of I-84 from the I-205 interchange to N.E. 122nd Avenue. This amounted to approximately 1 mile on I-205 and 1.5 miles on I-84. The work consisted of grading and paving (50%); structures (49%) and signing (1%).

GENERAL INFORMATION

Work began on April 23, 1979 with clearing and grubbing operations. Grading operations began in May on the south end of the project. Drainage activity began a month later.

The contractor subcontracted 45.23% of the work with 16 subcontractors.

The contractor was required to complete all work and remove all equipment and materials from the area west of a line 200 feet east of and parallel to the 102nd Avenue structure to its intersection with the railroad track, west of the railroad from that point to the south end of the project, with the exception of the work required to complete the "EN" line south of station 252+00, not later than October 31, 1980. All other work was to be completed before the elapse of 835 calendar days. Both required completion dates were accomplished.

There was an alternate "A", bid items 188 thru 190 and "B", bid items 191 thru 194, for a sound wall. The contractor elected alternate "A", block walls in lieu of precast walls.

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Traffic was maintained through the work area on I-84, two lanes in each direction, at all times during the construction without any problems. At times traffic was one laned, but only during the times as stated in the special provisions. Considering the amount of traffic and the speed (legally changed to 40 MPH and posted) at which they traveled, the public handled the stage construction detours fairly well.

The Union Pacific Railroad and the contractor cooperated fairly well. UPRR did shut the contractor down for a day or two a couple of times due to the contractor's infringing on the railroad's minimum clearance area near the tracks. Work was allowed to continue after a meeting of concerned parties solved the differences. There was no apparent slow down of the contractor's progress.

A period of 264 calendar days was allowed in the contract for the State to pay the cost of railroad protective services and devices. The cost after the 264 calendar day period will be born by the contractor according to the special provisions. The contractor is in the process of obtaining credit for 113 days of charges to him and possibly will file a claim. The amount is $17,700±.

Work schedules were received on a regular basis and the contractor followed them as close as possible.

EARTHWORK

The removal of existing structures and obstructions proceeded ahead of the clearing and gurbbing activity. The contractor elected to utilize the old Parkrose Water office building on Fremont Street as a headquarters for their operations. The construction of the "WN" sound mound and wall goes through the building and this would have been in conflict with the special provisions as to the completion of the wall. The contractor was allowed to erect a wood sound barrier from the end of the partially completed block wall to their office. This worked well and there were no complaints from either the residents in the immediate area or the traveling public.

The contractor was required to demolish the existing prestressed concrete water tank left of station "BC" 225. This had to be done in cooperation with the American Water Works Association, as they wanted to take pictures of the demolition and obtain samples for testing. This work was completed in about 16 days and done to the satisfaction of everyone involved.

There was some blasting to be done between stations "L" 272+50 and 279+50. After blasting there were numerous calls both to the contractor and to our office pertaining to possible damage claims. All complaints were handled satisfactorily by the contractor.

Finishing the slopes presented quite a problem for the subcontractor, Steelman-Duff. After work hours, motorcyclists would invade the job site tearing things up quite a bit. They were impossible to catch and when they did catch someone, which was only once or twice, it was difficult to press charges. The contractor asked for an extra work order to pay for the damaged slopes, etc., which was quickly denied, though we did have sympathy for him.

The excavated material that was placed in the fill was done in a satisfactory manner. There were are few confrontations with the contractor relating to watering, for compaction as well as dust control; not enough staking; contractor wiping out stakes, and other general complaints, which were all worked out to the satisfaction of everyone.

BASES

The material used in the subbase and base was 1"-0 aggregate. There was an overrun of 39%. There were many areas that the typical section called for 12" of aggregate base and the quantity estimate calculations were as low as 4". This happened on the "L^{C4}" line (median area), "BD-4" line shoulder, "B^{EB}" line where the detour alignment was adjusted and on the "HC" detour and "HC" drive lines. Don't know how come

?

CTB was placed 12" deep where concrete pavement was used and 6" deep where asphalt pavement was used. The CTB was mixed at Cascade's plant, delivered to the project in a dump truck and 'pup' combination and spread with a blade-CMI combination. This was accomplished during Stage II on the eastbound new location and the "BD-4" work area and during Stage IV on the westbound work area. The mix placed looked good and tested satisfactorily. There were no significant problems during placement.

PAVEMENT

The class of asphalt used was class "B" asphalt concrete mixture. There was also Portland cement concrete pavement placed.

The asphalt paving was done basically on the overlay and detours on I-84 from station "BC" 210+50 east to 122nd Avenue, all of the "B^{EB}" line, the "B^{WB} line from station 236+12 to 240+77, all of the "BF-1" line and the "L^{C3}" line.

There was an overrun of approximately 3,000 tons, most of which was placed on the detours. Instead of an even 6" overlay, there were places, due to rutting and roughness, that as much as 12" was used. Also the "B^{EB}" alignment was adjusted during Stage II to allow Stage III construction to be done with more working room as well as safer for the traveling public.

The Portland cement concrete pavement was placed by using a Borges bridge finishing machine in lieu of a slip form paver. Price Agreements 15, 20 and 29 were written to allow this. It would have been next to impossible to set up all the equipment necessary to use the slip form paver. Also, about 42% of the concrete paving was done during Stage II and the remainder completed during Stage IV.

STRUCTURES

There were nine bridge structures on this contract that were handled by Jerry Street's office. Please refer to his narrative for these structures.

Two existing structures had to be removed. Bridge 13514G-A, UPRR shoofly structure was removed after bridge 13514G, UPRR overcrossing of the "BC" line, was constructed and railroad traffic switched to it. The second structure removal involved bridge 13514F-A, Columbia River Highway haul road overcrossing structure. This occurred during Stage IV when both east and westbound traffic on I-84 was routed on the "BEB" line. The removal of the two structures went well. The debris from bridge 13514F-A was placed in the designated waste area. The steel members of the UPRR shoofly structure were delivered to the State at a maintenance yard, as called for in the Special Provisions.

Also constructed were three retaining walls. Two of these bordered the entrance to bridge 13514C, "SE" line undercrossing. The other was located on the left of the "BC" line approximately from 215+00 to 223+50. Construction went fairly well on all three walls. The contractor was consistantly trying to pour the section of the walls at a rate faster than the forms were designed to take. Our inspectors were constantly reminding the contractor that his rate of pour was too fast. The forms did not hold a couple of times and resulted in the removal to the top of footing, 90 lineal feet of the "BC" wall and 28 lineal feet of the "SE" (left) wall, at his expense.

One other sound wall was constructed under a Price Agreement on top of theslope behind the "BC" wall. The wall was built 600 feet long, which materialized after residents in the immediate area requested sound protection from the traffic noise on I-84. Since the block wall was above the top of the "BC" retaining wall by approximately 12 to 15 feet and access to the site with construction equipment was almost impossible except with a crane, the cost was about twice, per lineal foot, for comparable height wall.

INCIDENTALS

Approximately 23,500 lineal feet of storm sewer pipe was installed under this contract. Sizes ranged from 84" down to 8". The 12", 18", 24" and 30" storm sewer pipe all overran an average of 25%, due to additional drain pipe placed to complete as much of the future system as possible. About 500 feet of 30" pipe was added to stop water from backing up onto the "BEB" line from a sump that would not handle the amount of runoff. This pipe was extended from the sump at "BC" 231+50 to the west. Traffic on I-84 at this location was almost stopped eastbound due to high water one evening during a rain storm. The extension of the 30" pipe stopped any future traffic blockage.

A price agreement was written to allow the contractor to furnish and place precast concrete bases for manholes with the largest diameter of pipe equal to 30" and less. Also, one was written to permit the contractor to furnish and place "T"-top precast concrete manholes 48" to 84" in diameter.

In both cases, a credit to the contract was made and construction progress advanced.

The plans called for constructing a manhole at "WS" 242+25 (36' right) that would accomodate a 48", 24", 30" and three 12" pipes. The six pipes would have severed the plan manhole. Therefore, another price agreement was written for a special manhole to accomodate the six pipes.

See comment

Temporary concrete barrier overran 95%. When a comparison of the bid item amount and the amount figured from the plans there was an appreciable difference of plus 68%. This is the majority of the 95% overrun. The other 27% came from extra temporary barrier that was needed for the safety of the traveling public.

Board

Error in figuring quantities

The CL-6 fence bid item was also high on the contract quantity. The original amount was 16,750 lineal feet and the final amount was 13,802 lineal feet reflecting an 18% underrun. Going through the plans, the amount is approximately 13,000 lineal feet. Fence construction went very smoothly and was completed near the end of December, 1981.

There was 18,553 lineal feet of permanent concrete barrier installed throughout I-84 and the "EN" line on this project. This was grouted after grading and aligning were completed. The plans indicated a 1" thickness of grout under the barrier for support. After paving, our survey crew ran profiles for barrier grades. After all was grouted, the contractor asked for additional money for extra grout used. It was our opinion that the 1-3/4" of grout (about 3/4" extra) was not enough to merit extra payment based on the fact that the irregularities in the paving were the major factor. The barrier placed turned out looking very good for alignment and grade.

Illumination and signing was completed with no major problems. All work was done according to the plans and approved revisions. During the stage construction there were some field changes that were made in location of the illumination poles which were slight and were caused mainly by some obstacle or detour alignment change. The sign bridge at "LC3" Rev. 347+70 was to be removed and reinstalled on new footings. It was determined in Salem that the reinstallation of the sign bridge would not be necessary as the 102nd off ramp could be properly signed without it. A price agreement was written for this change as a credit to the State.

The permanent seeding and mulching underran about 21% due mainly to the fact that the areas to be done were apparently overestimated. A price agreement was written to allow the contractor to use seed and wood cellulose mulch in lieu of straw mulch for temporary erosion control. This item also underran by about 49%.

TRAFFIC CONTROL

This item was touched briefly under the "General Information" section earlier in this narrative. Even though the area was legally changed from 55 MPH to 40 MPH, the average speed through the area was 65 MPH and higher. The control of traffic was handled with sequential arrow signs (truck and trailer mounted) and cones with very good results. Traffic always had plenty of taper as well as sight distance to merge into a one lane situation. Also, there were signs at each end of the contract for the traveling public that were uncovered to warn them of an upcoming change in lanes.

The only problem occurred when the work area was more that half way through the jobsite, people would tend to forget there was going to be a lane closure ahead and have to move over more quickly when they approached that area.

However, even though there were some close calls, everything went fairly well.

Traffic control through the detour areas west of 102nd Avenue structure worked very well even though there were some tricky super changes. At speeds of 40 MPH, there were absolutely no problems, but above 55 MPH the truck-trailer vehicles were having problems.

The contractor had one man responsible for all traffic control, sign maintenance, cone placement and removal, as well as coordinating traffic control for the subcontractors throughout the project. Without this person, I feel there may have been some disastrous results.

CONSTRUCTION PROBLEMS

There were no real construction problems that were not solved satisfactorily by referring to the plans and specs or by some type of change order.

INNOVATIVE CONSTRUCTION PRACTICES

Mocon Corporation, the subcontractor for the drainage, submitted a proposal to use "T"-top manhole bases in lieu of the standard method. It was approval and worked very well. The "T"-tops were used for the 48" to 84" diameter pipes. They were precast at Portland Concrete Pipe's yard and when needed at the jobsite, they were delivered by flatbed truck. The use of the precast bases allowed the construction and completion of the manholes much sooner. It is hoped that the Design Section will make a study of this type of manhole base and incorporate it into our standard drawings.

yes

EXPLANATION OF OVERRUNS OF TIME

Earlier in this narrative, it was stated that the contractor completed all work in the allowed time. This is true in that no liquidated damages were charged. There were two completion dates on this contract. One was October 31, 1980 and the second completion date was "before the elapse of 835 calendar days".

The latter was met with no problems. The former was extended to May 26, 1981 (586 calendar days) due to time extensions and stop work orders.

SUMMARY AND CONCLUSIONS

The grading and paving portion of the contract went as well as could be. The stage construction was followed very well and the contractor did an excellent job handling the traveling public via traffic control and detours during grading and paving operations. The final lift of paving on I-84 was dnone under traffic and considering there could be no longitudinal joint at the end of any shift, the ride turned out satisfactory.

The concrete paving was done with a Borges bridge deck finishing machine. This turned out fairly well also. The contractor did have some grinding to do and after grinding there was a penalty of about $4,700.

In general, the contractor did an excellent job in fulfilling the contract requirements.

David L. Jones,
Project Manager

By Dennis S. Carlson,
Asst. Project Manager

STATEMENT OF OVERRUNS AND UNDERRUNS

N.E. Failing St. - N.E. Hancock
East Portland Freeway
Multnomah County
Prefix 626-1042
Contract No. 8893
FAP No. I-205-7(67)312

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+ or - %
	Bid Items	$	18,563,264.00	18,683,457.68	+1%
	Anticipated Items	$	401,700.00	60,661.55	-85%
	Contingencies	$	853,423.38	494,101.26	-43%
	Engineering	$	1,517,197.12	1,439,611.82	-5%
	Liquidated Damages	$	0.00	0.00	
		$	21,335,584.50	20,677,832.31	-3%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+ or- %
3	Temporary Signs	SQ. FT.	1260	894.5	-29

The amount of signs used lasted the lifetime of the contract making a lessor Amount needed.

5	Temporary Concrete Barriers Reflector.	Lin. Ft.	7225	14,120	+95

Safety of the traveling public required the extension of sone runs and the addition of other runs of barrier.

6	Moving Temporary Concrete Barriers	Lin. Ft.	7250	2513	-65

Contractor staging required less moving of barrier than was originally planned. Also, the addition of more barrier for safety reasons (See Bid Item 5) lessened the necessity of moving barrier.

12	Flagmen	Hour	8000	663	-92

The use of flagmen was minimized by avoiding working in areas under traffic and by using sequential arrow trucks to a maximum. Also, cones and barrels were used throughout the contract for traffic control.

13	Straw Bale Sediment Barriers	Lin. Ft.	2000	78	-96

Due to the contractor's methods and scheduling minimum use of barriers was necessary.

14	Temporary Slope Drains	Lin. Ft.	600	0	-100

There was no need for this type of drain because of the way the embankments were constructed. Also, there were no slope berms built. The "berm-cutoff ditches" constructed diverted the run-off into wooded or grassy areas where erosion was minimal.

15	Temporary Sediment Basins	Each	30	1	-97

Only one was built and worked fairly well. No others were constructed because the sandy soil we encountered readily accepted the run-off and and caused little problems.

20	General Excavation	CU. YD.	1,118,750	1,213,653.8	+8

Excavations were completed to the absolute limits of the project in order to leave very little on the future contracts.

24	Watering	M-Gal.	7,100	6,183.6	-13

Contractor watered as he needed. Dust Control was helped by holding speeds of traffic down.

25	1" - 0 Aggregate Base	Ton	20,500	28,577.72	+39

Throughout the Banfield area the typical sections showed 12" of Aggregate base and the quantity estimate calculations were figured for as low as 4". Therefore the original quantity was low reflecting and overrun.

26	Cement Treated Base	Ton	34,000	26,728.15	-21

Apparently the original quantity calculations were High. All was placed according to the plans.

31	Asphalt on Tack Coat	Ton	15	22.55	+50

Stage construction and paving scheduling as well as number of paving lifts caused the overrun.

36	18-inch Culvert Pipe	Lin. Ft.	260	48	-82

This pipe was supposed to be used under the Banfield Freeway for the Sanitary sewer system. The 18" was too small so 21" was used to encase the 12" Pipe. The 48' was used under Hancock Drive for drainage.

37	8-inch Sewer Pipe	Lin. Ft.	510	774	+52

A G-2MA inlet was installed on Klickitat Street and an 8" Pipe went from there down to the sewer system on the Banfield.

39	12-inch Sewer Pipe	Lin. Ft.	5,720	7,200	+37

Extra pipe was placed along the Banfield to replace some existing deteriorated 8" pipe. Additional was installed to remove water from behind the block wall right of "LC3" Line; also, "LC3" Left of 329+00. Other areas included Hancock Drive and the "LC4" Line.

42	18-inch Sewer Pipe	Lin. Ft.	1,530	1,855	+21

Additional pipe was placed to complete the storm sewer system where possible.

43	21-inch Sewer Pipe	Lin. Ft	490	759	+55

Some of the overrun was used for the encasement of the sanitary sewer system. The remainder was placed to complete the storm sewer system where possible.

49	84-inch Sewer Pipe	Lin Ft.	1,570	1,353	-14

Part of one run of this pipe was only partially completed because the fill through which it was to be placed was to be completed on a later contract.

51	Extra for Pipe Under Pavement	Lin. Ft.	405	1,547	+282

Additional drainage was placed under pavement in order to drain areas which were bordered by new shoulder barrier.

52	Bedding Material	CU. YD.	530	261	-51

Favorable soil conditions allowed pipe to be installed in Native Material.

53	Concrete Manholes 10 Feet of Less Deep	Each	31	36.5	+18

More manholes were constructed to complete as much of the storm sewer system as possible. The 0.5 manhole resulted in an error in judgement. Half of one manhole was constructed. Then an allignment change in the "BEB" Stage construction wiped it out.

Concrete Manholes

54	10-20 Feet Deep	Each	5	3	-40
55	20-35 Feet Deep	Each	7	6	-14
56	Over 35 Feet Deep	Each	4	6	+50

Basically due to some field location changes some turned out deeper--some shallower.

Concrete Inlets

58	Type G-2	EACH	69	82	+19
60	Type G-2MA	Each	6	11	+83
61	Type B	Each	1	0	-100

Extra inlets were constructed to complete future storm sewer system where possible. The Type B inlet was not needed.

74	Type 1 Fence	Lin. Ft.	1,670	1,076	-36

There was some existing fence on this contract area that was installed on a prior contract.

75	Type 2 Fence	Lin. Ft.	110	0	-100

None was installed. In one location Cl-6 Fence was substituted.

76	CL-6 Chain Link Fence	Lin. Ft.	16,750	13,802	-18

All was installed as per plan and even some extra in locations we felt necessary. It appears that the original amount was estimated high.

80	Concrete Island	CU. YD.	25	39.91	+60

Due to line and grade the actual lengths were increased.

83	Adjusting Manholes	Each	3	13	+333

Manholes had to be adjusted extra times to allow for the stage construction.

88	Roadside Seeding and Mulching	Acre	70	55	-21

The original amount appears to be high.

150	Water Proofing Railroad U'xing	Sq. Ft.	1,100	0	-100

This item was deleted and was done on an Extra Work Order.

151	4-inch PVC Pipe	Lin. Ft.	25	0	-100
156	Reinforcement	LB.	850,000	912,116.2	+7

Original quantity did not include extra reinforcing for section under the UPRR Mainline tracks.

159	2-inch Electrical Conduit	Lin. Ft.	1,235	899.5	-27
160	3-inch Electrical Conduit	Lin. Ft.	105	88	-16

Junction box was located such that the length was shortened.

162	Structural Excavation	CU. YD.	25	35.8	+43

More Excavation was needed for wall adjustment.

188	Structure Excavation Block Sound Walls	CU. YD.	945	815.4	-14

Original ground was such that the amount of excavation was less than anticipated.

PA #1	On-The-Job Training	Hour	12,000	25,622.5	+114

Contractor's ongoing training programs were allowed to continue to complete the training of the personnel involved.

PA #2	Block Sound Wall				
	Structural Excavation	CU. YD.	193	249.8	+29
	8" Conc. Block Wall	SQ. FT.	3,780	4,372.83	+16
	Footings	SQ. FT.	1,620	1,640	+1

The original estimate appeared to be low. Yhe wall was constructed according to the approved plan.

P.A. #3	Manhole Revision	Each	37	40	+8

Installation of some of thefuture drainage system caused the overrun which credited the State even more.

PA #10	Credit for Use of Flyash in Concrete	CU. YD.	20,000	7308.89	-63

Approval of this PA arrived after a large portion of structural concrete had been placed.

PA #22	Concrete Block Sound Wall				
	Struct. Excavation	CU. YD.	260	379.10	+46
	Blocks	SQ. FT.	3,916	4,623.06	+18
	CIP Concrete Wall	SQ. FT.	1,388	892.17	-36
	Conc. Footing	SQ. FT.	2,368	2,400.00	+1

The original ground was apparently higher than anticipated. The block increase reflects the reduction in the cast-in-place concrete wall.

EWO #1	Set Radio Comm. Poles	$	1,600.00	4,062.16	+154

Contractors activities and work schedules caused the moving of the poles to overrun. Also, our estimated amount was figured low.

EWO #3	Remove and Replace Fence Repair Bicycle Path	$	500.00	978.53	+78

It took longer than expected to remove the concrete and replace the fence.

EWO #4	Revise Wing Walls Br. # 13514J	$	2,000.00	3,017.40	+51

It took longer than expected to remove forms& rebar, to repace rebar, and to form.

EWO #6	Reconstruct Sound Barrier	$	500.00	699,51	+40

The barrier was blown over twice therefore the overrun.

EWO #7	Furnish & Place Conduit and Junction Boxes	$	8,000.00	14,500.99	+81

Contractor scheduling and stage construction made it necessary to spend more time placing shorter runs of conduit instead of all at once.

EWO #11	Curb, Sewer, Block Wall, Corrective Work	$	5,500.00	8,697.08	+58

Our original estimate was figured low as it took more time than anticipated.

EWO #17	Remove Detour, & Construct Earth Berm	$	13,000.00	40,414.03	+211

It was anticipated that 2000 yards of material would be needed to complete the berm after detour removal. It took 7000 yards; we underestimated the amount.

SFO #1	UPRR Protective Costs	$	86,100.00	25,499.15	-70

The protective services actually charged underran due to the contractor's scheduling of his operations.

END

8893

6-2-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(67)312

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80412

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/3/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
NE Failing Street - NE Hancock Street

11. GENERAL DESCRIPTION OF WORK
Furnish and install type "A" sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/3/81 as requested in Mr. Keasey's letter of 12/22/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $1,386 Federal Funds $1,278.

RECEIVED
STATE HWY ENGR
JUN 7 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
6-7-82

14. DATE 6/2/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8893

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Failing St.- N.E. Hancock St.

WEEK ENDING: May 29, 1982

SECTION PREFIX: 626-1042

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, Paving, Structures, Signing and Illumination

CONTRACTOR: Donald M. Drake

CONTRACT NUMBER: 8893

FEDERAL AID PROJECT NUMBER: I-205-7(67)312

DATE OF CONTRACT: April 3, 1979

DATE WORK STARTED: April 23, 1979

ESTIMATED COMPLETION DATE: Project Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS a)586 b)856

WORK DAYS USED:

CALENDAR DAYS USED a)586 b)831

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: a)100 b)831

PROJECT AUTHORIZATION: $ 21,335,584.50

EXCLUSIVE OF ENGINEERING: $ 19,818,387.38

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,159,312.46

ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 3 %

ENGINEERING AUTHORIZATION: $1,517,197.12

ENGINEERING COST TO DATE (adj) $1,515,000.00

PERCENT OF AUTHORIZATION: 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED: January 22, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	WALLS	BLOCK WALLS
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,118,750 CY				
TOTAL QUANTITIES CORRECTED TO DATE	1,218,659 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,218,659 CY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13514B	13514C	13514D	13514F	13514G	13514H	13514J	13514K	13514L
PERCENT	100	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23		0		
MONDAY 24		0		
TUESDAY 25		0		
WEDNESDAY 26		0		
THURSDAY 27		0		
FRIDAY 28		0		
SATURDAY 29		0		

CE K RECEIVED OM
CAE CA
FOE Don LS
QCS JUN 1 1982 TC
SCS CONSTRUCTION FE
SEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No activity.
MONDAY 24	No activity.
TUESDAY 25	No activity.
WEDNESDAY 26	No activity.
THURSDAY 27	No activity.
FRIDAY 28	No activity.
SATURDAY 29	No activity.

REMARKS

Project complete except for final assembly of semifinal data, semifinal to be submitted to Region office on June 1, 1982.

FINAL REPORT

SIGNED ____ LOCATION Portland

Asst. Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8893

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

August 11, 1981

CON 5 #8893

Donald M. Drake Company
1740 Northwest Flanders
Portland, OR 97209

Re: Time Extension Request
N.E. Failing St.-N.E. Hancock St.
FAP No. I-205-7(67)312
Contract No. 8893

Gentlemen:

Your request for additional contract time in which to complete the above project due to "unusual rains" from June 4, 1981 through June 15, 1981 has been carefully reviewed. We consider rain in June in this area, together with the resultant wet soil conditions, to be "reasonably predictable" and, in accord with Section 108.09 of the contract Standard Specifications, your request is denied.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
William Tison "

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO
FOR

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 6, 1981

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: NE FAILING ST.-NE HANCOCK ST.
Contract No. 8893
Time Extension Request

ASHE
CAE
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CCE
SCS
LEO
RECEIVED
AUG 10 1981
CONSTRUCTION BRANCH
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TC
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CP

Attached is a time extension request from the contractor, with the Power of Attorney and consent of surety, plus Bill Tison's analysis and his recommendation.

Bill has put together weather data for the last 10 years, and concludes that the contractor should be entitled to a 4 day extension due to weather not being reasonably predictable. Add 2 days due to calendar days over one weekend, and his recommendation is to grant 6 days due to the unusual weather conditions in June, (for the dates listed in his letter).

There is no question that we had some unusually heavy rain during the first half of June. It is also true that we had unusually good weather (regarding amount of precipitation) during the late fall of 1980 and the spring of 1981.

I don't believe this June rainfall would qualify for time extension under the "act of God" clause in our specifications, and the contractor has not shown, or even implied, that the heavy rains in June, 1981 had any effect on critical items that would delay completion of the entire project.

My recommendation would be to reject the time extension request due to there being no significant effect on the critical items that would delay completion of the project, and also because the weather does not fall in the category of being unreasonably predictable.

MC/gw
Attachment
cc Bill Tison

8-10-81

CTK—

I agree with Region. As can be seen from the Resident's report, rain in June is certainly predictable. Probably the more significant factor in grading work is the soil moisture, which is best reflected in cummulative rainfall. Rainfall from January thru June, 1981 is running below even "Normal" by some 3-4 inches. Request should be denied.

P.S. There is nothing "magic" about a particular calendar month, or portion thereof. Why not consider last January which was only 25% of "normal precip."

OMC

STATE OF OREGON
9250 N.E. Skidmore St.
Portland, Oregon 97220

INTEROFFICE MEMO

DATE: July 13, 1981

TO: Ed Hardt
Regional Engineer

FROM: W. A. Tison
W. A. Tison
Resident Engineer

SUBJECT: Contractor's Request for Time Extension
N.E. Failing St. - N.E. Hancock St.
East Portland Freeway
Contract 8893

~~OE~~ S RE RME RCE BE
TE RECEIVED RSM
UE JUL 15 1981 RSC
SQ REGION I RBI
TO

Attention: Marion Craft

Attached herewith one copy of Form E-320, "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract" along with a power of attorney form for James F. Darby to act as Attorney-in-Fact for Travelers Indemnity Company, all for the subject project.

Relative data is as follows:

April 3, 1979	Contract awarded.
April 16, 1979	Calendar day count started.
April 23, 1979	Work began.
October 31, 1980	Original end Phase A.
May 26, 1981	End Phase A after time extension and days allowed for stop work orders.
February 16, 1982	Present end calendar days Phase B.

Portland International Airport 1970 - 1980 precipitation records as follows:

JUNE

	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	"Normal"
Total Precip.	0.49	1.76	0.68	1.45	0.80	1.13	0.78	0.83	1.69	~~0.64~~ 2.41	2.50 2.17	2.09
Days Precip.	-	-	5	9	5	10	7	3	7	6 8	16 11	

Analysis of the contractor's request using the above data is as follows:

Precipitation for the month of June 1981 has not been received but unofficially is said to approach the record of ~~3.58~~ 4.57 inches which was recorded in June ~~1954~~ 1945. Total days precipitation according to this office was 16 days. From the 10 year period

Contains Recycled Materials

1970 - 1980 it appears that 8 days precipitation could be anticipated for the month of June of which most usually occurs during the first 15 days of the month. 6 days precipitation could reasonably be predicted for the first 15 days of the month. 10 days of rain occurred from June 4 through June 15, 1981. Consider 4 excessive days of precipitation. On this basis I recommend an extension of time of 4 days plus 2 days for calendar day charges through the weekend. Total, 6 days.

This compares favorably with this offices General Daily Progress Reports as listed below:

Friday June 5 - Grading subcontractor working but operations extemely curtailed due to inclement weather.

Saturday -

Sunday -

Monday - No work by grading subcontractor - too wet.

Tuesday - No work by grading subcontractor - too wet.

Wednesday - No work by grading subcontractor - too wet.

Thursday June 11 - Work resumed by grading subcontractor.

WAT/pl

cc: file

#8873

November 18, 1980

Lindstedt & Buono
Attorneys at Law
1600 S. W. First Avenue
Portland, OR 97201

OCM 3
#8893

Attention: David J. Buono

Gentlemen:

As requested in your letter of November 10, we are attaching copies of the signature pages of Section III Contract and Section IV Performance Bond which is a part of Contract No. 8893 with Donald M. Drake Company.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

LINDSTEDT & BUONO
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO

540 HARRISON SQUARE
1800 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

November 10, 1980

Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Our Client - URECA, Inc.
Project - I-205 Contract Number 8893

Gentlemen:

I represent URECA, Inc. which has filed a claim against the contractor's bond provided by Donald M. Drake Co. and Travelers Indemnity in regard to the above-captioned contract. I would appreciate it if you would provide me with a copy of the signature pages of the contract between your Department and Donald M. Drake Co., and the bond of Travelers Indemnity Co.

Respectfully yours,

David J. Buono

David J. Buono

DJB/jlj

RECEIVED
NOV 13 '80
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT DIRECTOR
NOV 12 '80
REFER TO
Sorensen
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

8893 5431

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 9, 1980

RECEIVED
SEP 10 1980
NORMA PAULUS
SECRETARY OF STATE

Lindstedt & Buono
Attorneys at Law
540 Harrison Square
1800 S.W. First Avenue
Portland, OR 97201

CON 5
#8893

FILED
SEP 10 1980
NORMA PAULUS
SECRETARY OF STATE

Gentleman:

This letter acknowledges our receiving Notice of Claim dated August 21, 1980, for your client, URECA, Inc., for supplying labor in the amount of $4,177.10.

The claim is in connection with our Contract No. 8893 for work on the North Banfield Interchange Section of the East Portland Freeway in Multnomah County.

We will send this letter and your Notice of Claim to the Secretary of State's office for filing. We are also sending copies to the prime contractor and the surety.

Please notify this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Donald M. Drake Co.
1740 N.W. Flanders Street
Portland, OR 97209

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Noted on card
9-15-80 dmc

NOTICE OF CLAIM ON BOND

CERTIFIED MAIL

August 21, 1980

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Gentlemen:

Re: Claim of URECA, Inc.

Notice is hereby given that URECA, Inc., has a claim for supplying labor (blast monitoring) in the sum of $4,177.10 against the bond obtained by Donald M. Drake Co., as principal, from The Travelers Indemnity Company, as surety, for the work of The North Banfield Interchange Section of the East Portland Freeway.

URECA, Inc.

By Ronald McReary
Ronald McReary, President
P.O. Box 20457
Portland, OR 97220

DJB:RMc:fjb

cc: Donald M. Drake Co.
Steelman-Duff
URECA, Inc.

RECEIVED
AUG 26 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
AUG 25 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
DOT DIRECTOR
AUG 25 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8893

P

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 8, 1980

File No: 626-1909 (220)

TO: A. J. GEORGE
Engineering Coordinator

FROM: R. N. BOTHMAN
Administrator

NOTED
E. S. HUNTER

SUBJECT: N.E. Failing/N.E. Hancock Section
I-205 Freeway
Supplemental Noise Study
dated September 1980

I have reviewed the subject noise study and agree with the recommendation to build the 592 foot "barrier C." As you mentioned the resident engineer is waiting for approvals in the hope that construction can be completed before the end of this construction season. Any effort to expedite the process will be appreciated.

nyr

cc: E. S. Hunter
J. H. Versteeg
G. A. Potter
W. A. Tison

RECEIVED
TECHNICAL SERVICES
SEP 9'80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

#8873

rn

cc: OSHD (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH Marion Craft, Region Construction Engineer, OSHD
Bill Tison, Resident Engineer, Jerry Street, Res. Bridge Engineer

DATE OF INSPECTION 8-12-80	INSPECTION MADE BY C. T. Christianson Original signed by C. T. CHRISTIANSON	PROJECT NO. I-205-7(67)312

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 60% %	WORK COMPLETED 72% %

Northeast Failing - Northeast Hancock Sec.

Portland Freeway

During this inspection the concrete paving work on the Eastbound Banfield connection of the North Banfield Interchange was observed. Because of the relatively short run of paving resulting from the need to continuously shift and stage traffic, it had not been considered appropriate by the contractor to set up the elaborate slip form paving equipment for such a small quantity. In lieu of that type of operation, forms were set and a bridge deck finishing operation was being used to place the concrete pavement. Observation of the work indicated that a satisfactory job was being accomplished. Profilometer tests will determine the ride characteristics upon completion. The concrete mix appeared to be uniform and a slump test indicated a slump of approximately three inches. Adequate vibration and spreading work was being performed to assure uniform load on the drum finishing machine.

Work on this project seems to be well ahead of schedule at this point and should be completed in sufficient time to stage followup work in this area. Staging of traffic, however, for the completion of structures and other ramp connections will be difficult and could occupy additional time.

Review of office records was concentrated on asphaltic materials placed during the month of July. A very small quantity of asphalt paving was performed during that month, however, the project records indicated quality of material to be well within the contract specifications and compaction testing by nuclear equipment showed a very high relative compaction percentage.

The personnel operating the nuclear testing equipment have been adequately trained and performed calibration on the equipment periodically in order to maintain reliability.

RECEIVED
STATE HWY ENGR
AUG 25 '80
REFER TO
Kessey
FOR

ey

FORM FHWA-1448 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8893.

L.

STATE OF OREGON
Railroad & Utility Unit 378-6511

INTEROFFICE MEMO

TO: ✓Robert Gormsen, Manager
Commission Services

DATE: August 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: N.E. Failing St.-N.E. Hancock St.
(N. Banfield Interchange) Section
East Portland Freeway
Multnomah County
Contract 8893

1019

RAILROAD COMPANIES
FILE No. 1019

Enclosed is the State's fully-executed counterpart of an agreement between the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company and the State Highway Division covering a temporary haul road and crossing in connection with the subject project.

This crossing has been requested by our contractor, Donald M. Drake Co. and the cost of the crossing is to be borne by them.

RDT:csr
Encl.
cc: C. T. Keasey, w/copy
V. E. Skoog, w/copy
D. E. Swan, w/2 copies
Ed Hardt, w/copy
W. A. Tison, w/copy

Entered in book

Form 81-734-1384 (9-77) 1. 8893

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

1-205 39-1

Intermediate ☒
Final ☐

RECEIVED
AUG 11 1980
CONSTRUCTION BRANCH

1 eatey
2 Jackmond
3 Hopkins
4 Williams
Johnson
[illegible]
n
Richards
Berg
Inloes
Widmer
Gebauer
Church

Project Name NE Failing St.-NE Hancock St. (N. Banfield Intchge.)			Contract No. 8893
Highway East Portland Freeway		County Multnomah	Prefix No. 626-1042
Contract Time Elapsed 54 %	Contract Work Completed 67 %	Contract Work Quality Good	Contract Work Progress Good	F.A. Project No. I-205-7(67)312
Inspection date July 16, 1980	By Marion Craft		

In company with Jerry Street, Bill Tison

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

I met with Jerry Street, Roger Kuchinka, Pete Ebert, Lee Sowers, and two men from Pioneer Construction (Sub for Drake on the waterproofing), and talked about the error in the special provisions in Bid Item 150, where the amount of waterproofing is listed as 1,100 Sq. Ft. instead of 1,100 Sq, Yds, and how this affected the contractors operations. Since the quantities are increased by a factor of about 10, we felt that we could either eliminate the item and do the work on an extra work basis, or attempt to renegotiate the price.

July 21, 1980 - Attempts to arrive at a mutually agreeable method and price were not successful, so the contractor was informed to proceed under an extra work basis, and the Bid Item for the waterproofing on the RR structure will be deleted. We decided to go with the waterproofing system as per plan on the steel beam portion, and to use the spray on type on the two end spans, the concrete portion. This is with the approval of the UPRR.

Spec. Prov. indicated measured by sq. yd. Inadvertently listed sq. ft. units in bid schedule & summary. Three other bridges in project had correct sq. yd. units for waterproofing JWS

1 Versteeg
Anderson
3 Christensen POL
4 Olson aow
? 2 Sullivan JWS
Terpin
it Trout
Wakerlig

RECEIVED
AUG 12 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
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RECEIVED
TECHNICAL SERVICES
AUG 12 '80
REFER TO Versteeg
FOR

Info	[illegible]	R/D	D/R	Sign	Ad	File
✓						

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

AHB
JAB
PFG
[illegible]
WLB
TE78

_______ Date opened to traffic or in operation
_______ Date of Second Notification
_______ Date Contractor's notice for semi-final inspection received
_______ Date Contractor removed equipment, plant, etc.
_______ Estimated submittal date of semi-final estimate
_______ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
~~Project Mgr~~ (Final Only)
~~FHWA~~ (Final F.A. Only)
~~Project Engineer~~ (If Applicable)

Signed Marion Craft
Title Region 1 Construction Engineer

8893 I-205-39-1

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-7439
Date: June 30, 1980

File No: 626-1909

TO: GARY POTTER, Manager
Environmental Section

FROM: DON ADAMS
Project Development Manager

SUBJECT: Noise Barrier (112th to 117th)
NE Failing - NE Hancock Section
I-205 Freeway Interchange
Multnomah County

I believe we have finally settled on a wall length that has the support of the residents along NE Klickitat Street between 112th and 117th Avenues. The wall would extend from approximately Station 212 to just east of Station 206, shielding the residences at 11233, 11311, 11331, 11351, 11411, and 11431 Klickitat Street (see attachment). The owners of these homes have consented to a wall along their property which would be constructed to the height which was originally staked for the first neighborhood meeting.

Please proceed with finalizing the noise study report, and initiating the wall's inclusion in the I-205 construction schedule. ✓

js

Attach.

✓ Versteeg ✓
Anderson
Christenson
✓ Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JUL 0 3 1980
ROAD DESIGN SECTION

Do Not File ☐
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RECEIVED
ENVIRONMENTAL SECTION
JUL 1 1980

Referred to
Proj. Coord.
Eng. Coord. ✓
Sec.
Manager
Res. Coord.
Adm. Asst.
File

cc: Versteeg

FIGURE 2
N.E. 112th AVE.-N.E. 117th AVE.
ALTERNATIVE BARRIER B-MITIGATED RECEPT
(Sketch is not to scale)

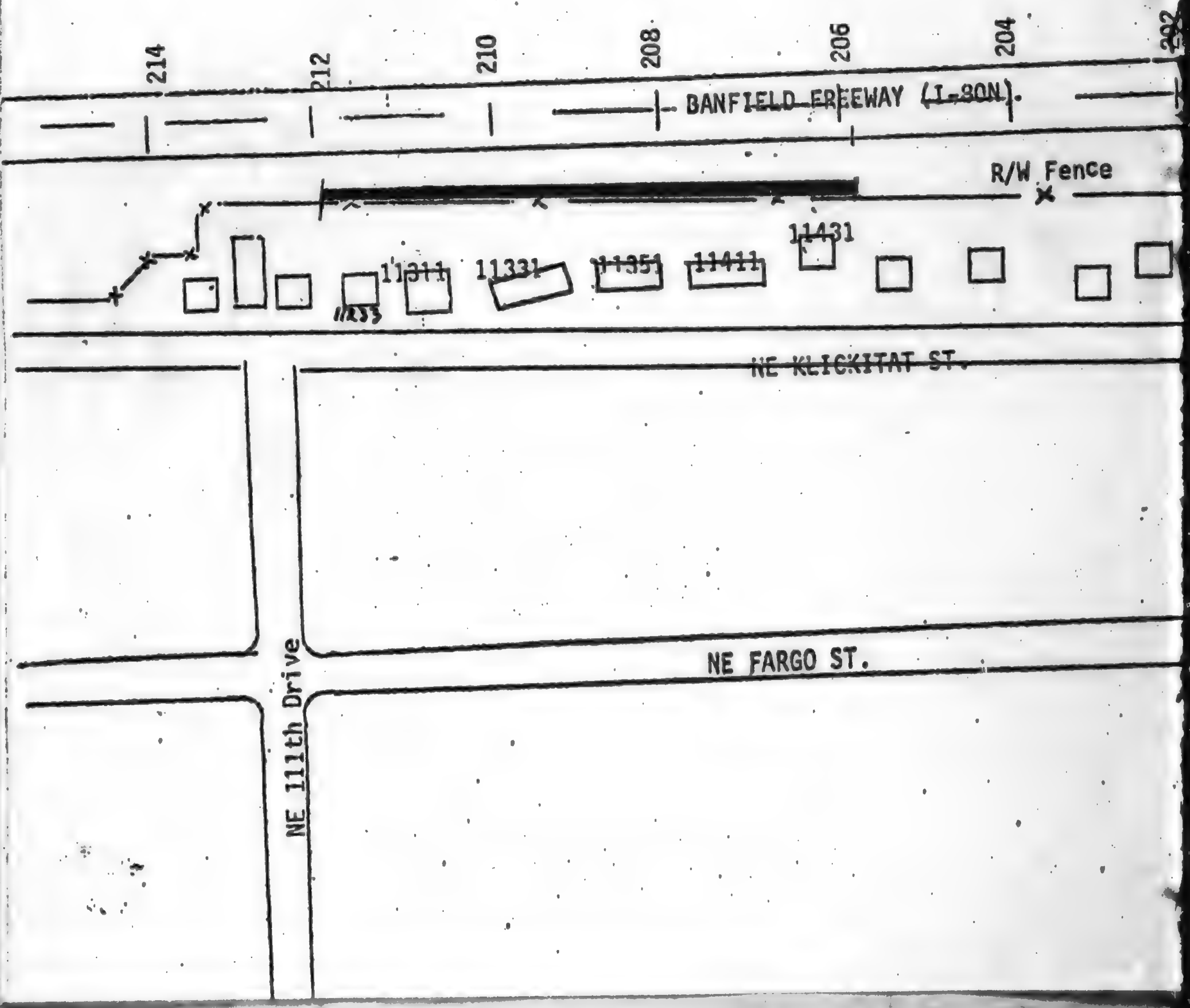
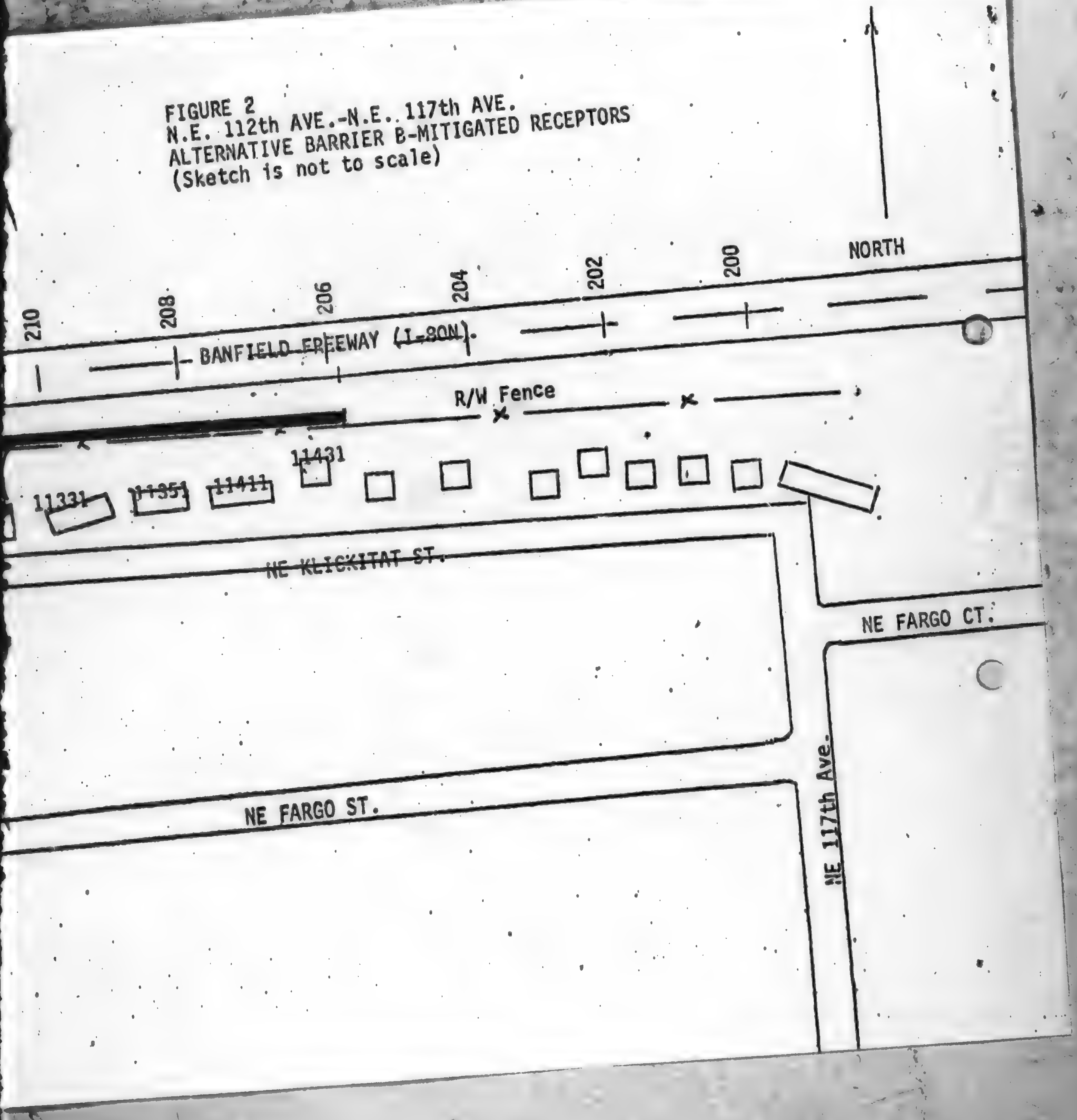

214
212
210
208
206
204
202
BANFIELD FREEWAY (I-80N)
R/W Fence
11431
11311
11331
11351
11411
11233
NE KLICKITAT ST.
NE FARGO ST.
NE 111th Drive

FIGURE 2
N.E. 112th AVE.-N.E. 117th AVE.
ALTERNATIVE BARRIER B-MITIGATED RECEPTORS
(Sketch is not to scale)


NORTH
210
208
206
204
202
200
BANFIELD FREEWAY (I-80N)
R/W Fence
11431
11331
11351
11411
NE KLICKITAT ST.
NE FARGO CT.
NE 117th Ave.
NE FARGO ST.

8893

Ptld

HIGHWAY DIVISION 378-6558

June 1, 1979

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

"T" top manholes

Considerable investigation has been conducted on the possible use of the "T" top manhole. This is a precast design that has seen considerable use by the concrete pipe industry to date. The ~~City of Portland~~ has installed approximately 100 of this type of manhole in the past three years.

The biggest problem to acceptance by the Highway Department is the development of design criteria. We are in receipt of a letter from Steven L. Barrett, P.E., of the Structural Engineering Design Section of the City of Portland. In this letter he describes the method of design he has developed. He has also offered to give us assistance in adapting method, subject to approval by their management, if we desire. I suggest we take advantage of the offer, if possible, and have someone familiar with computer programming be sent to Portland to work this out with Barrett. We have current offer from a contractor to reduce the cost of eleven manholes on the N.E. Failing St.-N.E. Hancock St. job by $22,000 by going to the "T" top design. There are also potential future savings if this is found satisfactory.

Immediate action is necessary, however, if we are to take advantage of the current offer.

Attached find information on these manholes.

RLD:cj
Enclosures

✓ Versteeg
Andersen
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 0 1 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

#1273

May 27, 1980

[illegible], Inc.
Consulting Engineers
P. O. Box 20457
Portland, OR 97220

[illegible] 3
#8893

Attention: Donald McBeery
President

Gentlemen:

This letter acknowledges receiving your Notice of Claim against Donald M. Drake Company for work performed in the amount of $4,177.40.

The claim states this is in reference to the Donald M. Drake Company Contract No. 8893 for work on the N. E. Failing Street-N. E. Hancock Street (North Banfield Interchange) Section of the East Portland Freeway in Multnomah County.

This letter is being sent to the Secretary of State's office for filing under provisions of Oregon law. Copies of this letter are also being sent to the prime contractor and the surety.

Please notify this office when the claim has been settled.

Sincerely,

NOTED ON C...
5-27-80

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Donald M. Drake Co.
1740 N. W. Flanders Street
Portland, OR 97209

The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Carroon & Black of Oregon
1600 S. W. 4th Avenue
Portland, OR 97201

bc: Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Jack Sollis
C. T. Kessey

URECA, INC.
CONSULTING ENGINEERS

10401 N. E. MARX ST.
P.O. BOX 20457
PORTLAND, OREGON 97220
PHONE: 503/255-6240

May 20, 1980

Mr. Robert Gormsen
Manager, Commission Services
Oregon Department of Transportation
Room 121
Transportation Building
Salem, Oregon 97310

Re: East Portland Freeway Highway
Multnomah County -- March 1979
N.E. Failing Street - N.E. Hancock Drive
(North Banfield Interchange)
I-205-7(67)312
Contract No. 8893

Awarded to Donald M. Drake Company
1740 N.W. Flanders
Portland, Oregon 97209

Under the provisions of ORS 279.526 and 279.528, notice hereby is given that the undersigned, President of URECA, Inc., has a claim for work performed in connection with the blasting of rock and monitoring of vibrations resulting therefrom by URECA, Inc., Consulting Engineers, Portland, Oregon, in the sum of $4,177.40 against the bond taken from Travelers Indemnity Company, Corroon and Black, Agents, Portland, Oregon for the work of extending I-205 Freeway between N.E. Failing Street and N.E. Hancock Drive.

URECA, Inc.

Ronald McReary

Ronald McReary, P.E.
President

RECEIVED
MAY 2[illegible] 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8893

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 8, 1980

RECEIVED
MAY 12 1980
NORMA PAULUS
SECRETARY OF STATE

IN REPLY [illegible]
FILE NO.: #8893

FILED
MAY 12 1980
NORMA PAULUS
SECRETARY OF STATE

United Equipment, Inc.
United Concrete Mobile, Inc.
United Concrete Pumping Inc.
7606 N. E. Union Avenue
Portland, OR 97211

Attention: Mr. H. Richard Hibbard

Gentlemen:

This letter acknowledges our receiving your three Notices of Claims dated May 1, 1980, against the subcontractor of Foundation Constructors.

All the claims are in connection with the Donald M. Drake Company Contract No. 8893, which is a grading, paving, structure, signing and illumination job on the N. E. Failing St.-N. E. Hancock St. Section of the East Portland Freeway in Multnomah County.

You have presented 3 claims as follows:

RECEIVED
MAY 13 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5425	United Equipment, Inc. (supplying equipment parts)	$ 729.76
5426	United Concrete Mobile Inc. (supplying concrete)	4,773.89
5427	United Concrete Pumping Inc. (supplying labor)	574.91

We will send this letter with your claim notices to the Secretary of State's office for filing and will also send copies to Donald M. Drake Co., the surety, The Travelers Indemnity Company; and the agent, Corroon & Black of Oregon.

Please notify this office when the claims have been paid.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

Noted on Card
5-14-80 dmc

cc: Donald M. Drake Co., Portland

The Travelers Indemnity Company, Portland

Corroon & Black of Oregon, Portland

bc: Hon. Norma Paulus ✓
P.S. Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

Jack Sollis
C. T. Keasey
Bob Bothman

UE United Equipment, Inc.

May 1, 1980

TO: The State of Oregon - Highway Division, Salem, Oregon

Notice hereby is given that we - United Equipment, Inc. have a claim for supplying equipment parts to the sub-contractor of Foundation Constructors, P.O. Box 03331, Portland, Oregon - in the sum of $729.76 against the bond taken from Traveler's Indemnity Co., 707 S.W. Washington, Portland, Oregon on Bond #119E8673/Donald M. Drake Company, 10424 N.E. Fremont, Portland, Oregon for the work of concrete construction on the bridge approach to the I-205 Freeway.

H. Richard Hibbard - President
United Equipment, Inc.

May 1, 1980
Date

HRH/mjm

RECEIVED
MAY 5 1980
HIGHWAY ACCOUNTING

NOTED
F. R. GRIFFI

RECEIVED
MAY 6 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7606 NE Union Avenue, Portland, Oregon 97211 • Telephone 503/283-2105

UNITED CONCRETE MOBILE, INC.

7606 N.E. Union Avenue
Portland, Oregon 97211
Telephone 503/285-3681

May 1, 1980

TO: The State of Oregon - Highway Division, Salem, Oregon

Notice hereby is given that we - United Concrete Mobile, Inc. have a claim for supplying concrete to the sub-contractor of Foundation Constructors, P.O. Box 03331, Portland, Oregon - in the sum of $4,773.89 against the bond taken from Traveler's Indemnity Co., 707 S.W. Washington, Portland, Oregon on Bond #119E8673/Donald M. Drake Company, 10424 N.E. Fremont, Portland, Oregon for the work of concrete construction on the bridge approach to the I-205 Freeway.

H. Richard Hibbard - President
United Concrete Mobile, Inc.

May 1 1980
Date

HRH/mjm

RECEIVED
MAY 6 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED CONCRETE
PUMPING INC

May 1, 1980

TO: The State of Oregon - Highway Division, Salem, Oregon

Notice hereby is given that we - United Concrete Pumping, Inc., have a claim for supplying the labor for our Concrete Pumping Services to the sub-contractor of Foundation Constructors, P.O. Box 03331, Portland, Oregon - in the sum of $574.91 against the bond taken from Traveler's Indemnity Co., 707 S.W. Washington, Portland, Oregon on Bond #119E8673/ Donald M. Drake Company, 10424 N.E. Fremont, Portland, Oregon for the work of concrete construction on the bridge approach to the I-205 Freeway.

H. Richard Hibbard - President
United Concrete Pumping, Inc.

May 1 1980
Date

RECEIVED
MAY 6 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HRH/mjm

7000 NE Union Avenue, Portland, Oregon 97211 Telephone 503/285-3681

1979 NE Failing-NE Hancock 8893
Sts. (N Banfield Intchg) of E.
Ptld. Fwy. (gr, pav, st, & sign) #1

11 - 30 - 79

C & A 7174 7 - 24 - 79

C & A 7239 12 - 27 - 79

RR 1019 8 - 6 - 80

8893

rn

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (H. S. Coulter) **INTERMEDIATE AND FINAL INSPECTION REPORT**

RECEIVED
STATE HWY ENGR
APR 22 '80
REFER TO
FOR

3-21-80

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION 4-22 Oregon

IN COMPANY WITH
Bill Tison, Resident Engineer ODOT

DATE OF INSPECTION 3-21-80	INSPECTION MADE BY Original Signed by Vincent J. Tabor Vincent Tabor, Ass't Area Engineer	PROJECT NO. I-205-7(67)312

QUALITY OF WORK*	PROGRESS OF WORK See below	TIME ELAPSED 42 %	WORK COMPLETED 54 %

N.E. FAILING - N.E. HANCOCK SECTION

EAST PORTLAND FREEWAY

This inspection consists of a review of roadway work completed to date on the subject project. The structured portion of the contract was reviewed on March 19, 1980 with Mr. Jerry Street.

Grading work is approximately 85 percent complete. The mainline fill is substantially constructed from station 248 + 00 to the southern terminus of the project. Additional work is necessary along the "WS" line from the rigid frame to the tie-in with the SB lanes in this general area.

Contractors forces were forming for the retaining wall-station "SE" 240± and completing the 78" ø RC storm sewer pipe stub out near the northern terminus. Grading work will be done once the rigid frame structures and portions of the retaining walls are completed.

Work was also underway on segments of the "B^C" retaining wall along the Banfield Expressway. The contractor has had to negotiate for additional easement with property owners above the cut in this area because material has sloughed along the near vertical slope behind the wall in some areas. It is my understanding that he declined the use of shoring during construction of the wall and decided to stabilize the slope by a type of guniting process which latter failed to hold the embankment.

As mentioned in the previous report (3/19/80), it is unlikely that portion A of the contract will be completed by October 31 this year. The phasing of Banfield traffic and the structures progress are limiting factors affecting the future progress toward meeting this fixed date.

Lab reports were reviewed for concrete in retaining walls. Cylinder breaks (7-day) generally showed a compressive strength in excess of 3,000 psi for the class 3,300 concrete. As expected, the 28-day strengths all exceeded the minimum required. Materials reports were also viewed for aggregates, sand, and cement incorporated in the mix. The reults show that quality materials are being incorporated in the product. The slump, W/C ratio and percent air have also been within acceptable limits.

8893 L.

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

INTERMEDIATE AND FINAL INSPECTION REPORT

3 - 19 - 80

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. Ten	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon
IN COMPANY WITH Jerry Street, Resident Engineer, ODOT			
DATE OF INSPECTION 3-19-80	INSPECTION MADE BY Vincent J. Tabor, Assistant Area Engr		PROJECT NO. I-205-7(67)312
QUALITY OF WORK* See below	PROGRESS OF WORK See below	TIME ELAPSED (a)fixed time (b)340CD %	WORK COMPLETED 55 %

Original signed by
Vincent J. T[illegible]

NE FAILING - NE HANCOCK ST
East Portland Freeway

This inspection consisted of a field and office review of construction and testing for structures on the subject project.

The contractor may have difficulty meeting the fixed date of October 31, 1980 which applies to all work 200 feet west of 102nd Avenue, and a line coincident with the UPRR tracks to the south limits of the contract. This could occur because of the interdependence of phasing for both the structure and roadway work.

Construction Progress

Contractor's crews are presently waterproofing the top slab of the "WS" line rigid framestructure and finishing the inside wall surface. Some forms have yet to be stripped from the approach portal wingwalls. The membrane is about 60 mils thick (4 spray coats) and has 1/4-inch asphalt-fiberglass panels overlayed as protection. Special wall backfill has been placed to within 2 feet of the top slab surface grade. Work is approximately 98 percent complete.

Work is also progressing on the "SE" line overcrossing of the "WS" line (both under mainline station 245+00) which is now about 60 percent complete. Crews were setting forms for the approach portal walls of the rigid frame. Once the "SW" line is waterproofed, the final segments of the "SE" frame can be constructed above.

The "EN" line and bikeway RC box girder structures over the "NE" line ramp are 96 and 85 percent complete, respectively. Surface finishing, hand-rail, and approach slabs remain~~s~~ for the bikeway; and Jersey barrier, and approach slabs on the "EN" line notherbound on-ramp.

Bikeway "J" over the "WN" line on-ramp is done except for metal hand-rail. One web of this prestressed double T-beam structure was damaged by construction equipment exposing the #7 rebar in the tension zone. Mr. Street informed me that the segment will be patched as a remedial measure.

Previous Editions of PR-33B Will Not Be Used.

Soldier piling has been driven and lagging w/tiebacks placed along the Banfield Freeway as a first step in excavation for the "EN" line rigid frame beneath the mainlanes. I noted that the eastbound on-ramp from 102nd Avenue has been realigned in this area using barrier sections and reduced speed signing as a safety measure.

Excavation is also underway for the substructure of the UPRR O'xing adjacent to the Banfield at stations 232-235+00. This operation, along with shoring for "EN" rigid frame, was held up for a period because the railroad was not satisfied with the technique that the contractor employed for installing the tie-backs. It seems that during the drilling the material sloughed and undermined an area beneath the tracks. An alternative procedure had to be submitted before the Union Pacific would allow further work on their ROW. The new method will include a casing to prevent further problems of this nature. Fabrication work is being done on this steel box beam structure and is approximately 75 percent complete.

Records

Delivery tickets, sketches, and calculations were all signed and dated by the inspectors for concrete incorporated in the structures. Slumps and W/C ratio closely followed the mix design and 28-day strengths were generally above the specification requirement. Those segments represented by low breaks are being tested with a swiss hammer.

Appropriate field inspection reports (FIR's) and the manufacturers certified mill analysis have been received for re-steel utilized on the project. Other documentation for certification of welders, acceptance of steel, and testing of concrete are included in the files.

Comments

There appears to be adequate inspection personnel available for the work underway. Also, all signing noted around the general project area was installed in substantial conformance with the MUTCD and was in good condition.

An inspection will be conducted at a later date to cover the roadway segment of the contract.

RECEIVED
STATE HWY ENGR
MAR 24 '80
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

3/24
cy

8893

A

February 15, 1980

Multnomah County
2115 S.E. Morrison
Portland, Oregon 97204

Attn: Oliver Domreis
County Engineer

Gentlemen:

On March 29, 1979 a satisfactory bid was received for construction on N.E. Falling Street-N.E. Hancock Street (N. Banfield Interchange) Section.

In accordance with Misc. Contracts and Agreements No. 6110, County shall, upon notification of Contract Award and request from State, deposit their check or Warrant in the amount of $15,000.00 with State.

Due to an oversight on our part we failed to notify you sooner of the Contract award.

Please make your check for $15,000.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FPH:pf

bcc w/AD # 725: Vern Shoog - Please return completed AD # 725 when check is received.
Jon Rose, Region M Federal Aid Engineer

5-6-80
Received AD
Notified Jon
H

#8893 2-7-80 3

STATE COPY

OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Jerry Street, Bill Tison, OSHD

DATE OF INSPECTION 2-7-80	INSPECTION MADE BY H. A. Schell, Div Bridge Engineer Original Signed by H. A. Schell Div. Bridge Engr.	PROJECT NO. I-205-7()

QUALITY OF WORK* See Below	PROGRESS OF WORK Satisfactory	TIME ELAPSED 35 %	WORK COMPLETED 50 %

FAILING TO HANCOCK
Grading & Structures

SE Wall

The footing of this counterforted wall was construction approximately 1.3' - 2.25' shy of width in a 75' section when a rock cliff was encountered This rock cliff, during the cold weather, raveled and fractured and fell on the footing and damaged 3 sections of the counterfort reinforcing steel. Large rocks, up to 1 cy, now rest on some sections of steel. The State authorized the reduced width in an attempt to prevent excessive disburbance of the rock but the freeze did not cooperate. State says the wall is almost equivalent to what was designed and is acceptable.

N. Wall

Extensive gravel slough has caused the contractor to reduce the footing width almost .9' in several areas. The contractor also had problems holding the wall form during the pour and the wall is disturbed about 3 - 4 locations. Some corrective measures are necessary to reduce or eliminate the distortion. The footing width problem will be studied further.

RECEIVED
STATE HWY ENGR
MAR 4 '80
REFER TO Keasey
FOR
Info Inves R/D D/R Sgn Act File

3/4 cy

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#8893

AGR 6

December 27, 1979

Department of General Services
1225 Ferry Street, S.E.
Salem, OR 97310

MISC. CONTRACTS and
AGREEMENTS No. 7239

Gentlemen:

Attached for your approval are five copies of a consultant agreement with Pittsburgh Testing Laboratory to conduct ultrasonic testing on material to be used in a Union Pacific Railroad overcrossing which is being constructed in connection with I-205, in the amount of $1,200.

If you approve this agreement, please sign and return four copies in the envelope provided. You may retain the other copy for your records.

Returned signed via Don Beecroft

If you have any further questions, please call Don Beecroft at 2621.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Jack Sollis
Don Beecroft, Materials

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: December 3, 1979

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

SUBJECT: Ultrasonic Inspection by Consultant
Contract #8893
Pittsburgh Testing Laboratories

Attached please find four copies of a proposed consultant agreement in the amount of $1,200 to have some ultrasonic inspection done on the Union Pacific Railroad overcrossing of a portion of I-205 in Portland. The inspection is to be done in Portland at the fabrication shop on 72nd Avenue.

It is also necessary that you sign the certificate at the end of each copy of the agreement as well as the agreement itself.

I would suggest as a paragraph for the weekly report the following "agreement with Pittsburgh Testing Laboratories to conduct ultrasonic testing on material to be used in a Union Pacific Railroad overcrossing which is being constructed in connection with I-205. The amount of the contract is $1,200."

JLS:sjb
attachment

cc: C. W. Head - P.S. When you get the agreement and send one to Pittsburgh Testing Lab, send the other two copies to John C. Jenkins - Materials Section.

NOTED
C. W. HEAD

8873

H/C Meeting I-205 39-1

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 24, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: ROCKY BUTTE JAIL AND MULTNOMAH COUNTY PUBLIC WORKS
STORM DRAINAGE

1 Versteeg
Anderson
2 Christensen DOL
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

Not Paul ✓ o.b.

RECEIVED
DEC 28 1979
ROAD DESIGN SECTION

Do Not
Return T
Bring U
Action

12-28-79
Failing–Hancock
Last TP
Copy in job file
Stoudenmeyer DHS

A meeting was held in my office on December 21 to discuss how to handle the drainage problem in the Rocky Butte Jail area. Attending were Norm Henry and Dave Bryson from the Design Section; Jim McNamee, Lloyd Louderback representing Bill Tison's office; Marion Craft and me. The meeting was precipitated by Multnomah County Public Works concern for what our plans are for draining the Rocky Butte basin area when we place the I-205 fill from Hancock Drive to the south. This embankment of over a million yards will fill up the area which has been used in the past as a holding basin for the storm runoff in the area.

Following several hours discussion, the following plans were developed. Refer to the attached drawing for designation of specific areas.

WINTER OF 1979/80

1) Area A will be allowed to continue to drain into sumps D. All surface runoff to the south that presently is connected into the 84" outfall sewer which drains into Area A will be blocked off as long as doing so doesn't create severe flooding problems elsewhere (Jim McNamee has already attended to this).

2) Existing sumps D will be cleaned and maintained by installing additional silt fences or other things to minimize siltation. A 30 to 40 HP electric sump pump will be installed in one of these sumps and 8" irrigation pipe will be utilized to connect this pump to the south end of the existing Failing to Hancock 84" outfall pipe at Station 282. An investigation will be made to determine the feasibility of having a second pump for standby. Bill Tison's office will take care of these items. He should also investigate to determine whether the electric pump should be purchased or rented. He might contact Willamette Western through Howard Harris to see if they have pumps available since they have just completed pumping many large cofferdams as part of the I-205 Columbia River Bridge project.

3) In case of flooding, overflow from sump E will be pumped into Area C. Bill Tison has an arrangement with his contractor for this which may have to be modified to make sure that there is a pump available at all times.

WINTER OF 1980/81

First, listed below are changes that will occur in this drainage basin between now and the winter storm period of 1980/81.

1) The I-205 fill south of Hancock Drive will be in place.

REFERRED TO [illegible]
Beard 1 Stoudenmeyer
Cole 2 Sample
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

2) The 84" outfall sewer will be complete to Columbia Slough and a temporary connection will be made to allow runoff to flow into the slough from the outfall. This pipe will be installed under the Columbia Slough to Failing St. contract and the specifications for that project should state that this pipe with a temporary connection must be in working order by November 1, 1980.

3) Sumps D will be buried by the I-205 fill but will still function by piping in drainage from the surrounding area. Jim McNamee will attend to this this coming summer as part of the Hancock to Yamhill project.

4) As part of the Hancock to Yamhill project, a new storage pond will be constructed in Area B complete with silt protection. At the time of its construction we will consider connecting it to sumps D and also we will consider constructing two new sumps under the pond. These decisions will be based primarily on the kind of material that is found for the drainage for the pond. The work will be done by McNamee's Hancock to Yamhill contractor.

1-3-80 added $10,000 To contract authorization for this as extra work as per McNamee

Listed below are the provisions that we tentatively decided to make for drainage during the winter of 1980/81.

1) Area A will drain into the westerly toe trench for the I-205 fill. In addition to this, two new sumps will be installed in this area to handle storm runoff. If these drainage systems are not sufficient, then we will pump the additional water into the 84" outfall and/or divert this water into the 36" pipe presently installed across the freeway which will send this water into Area B.

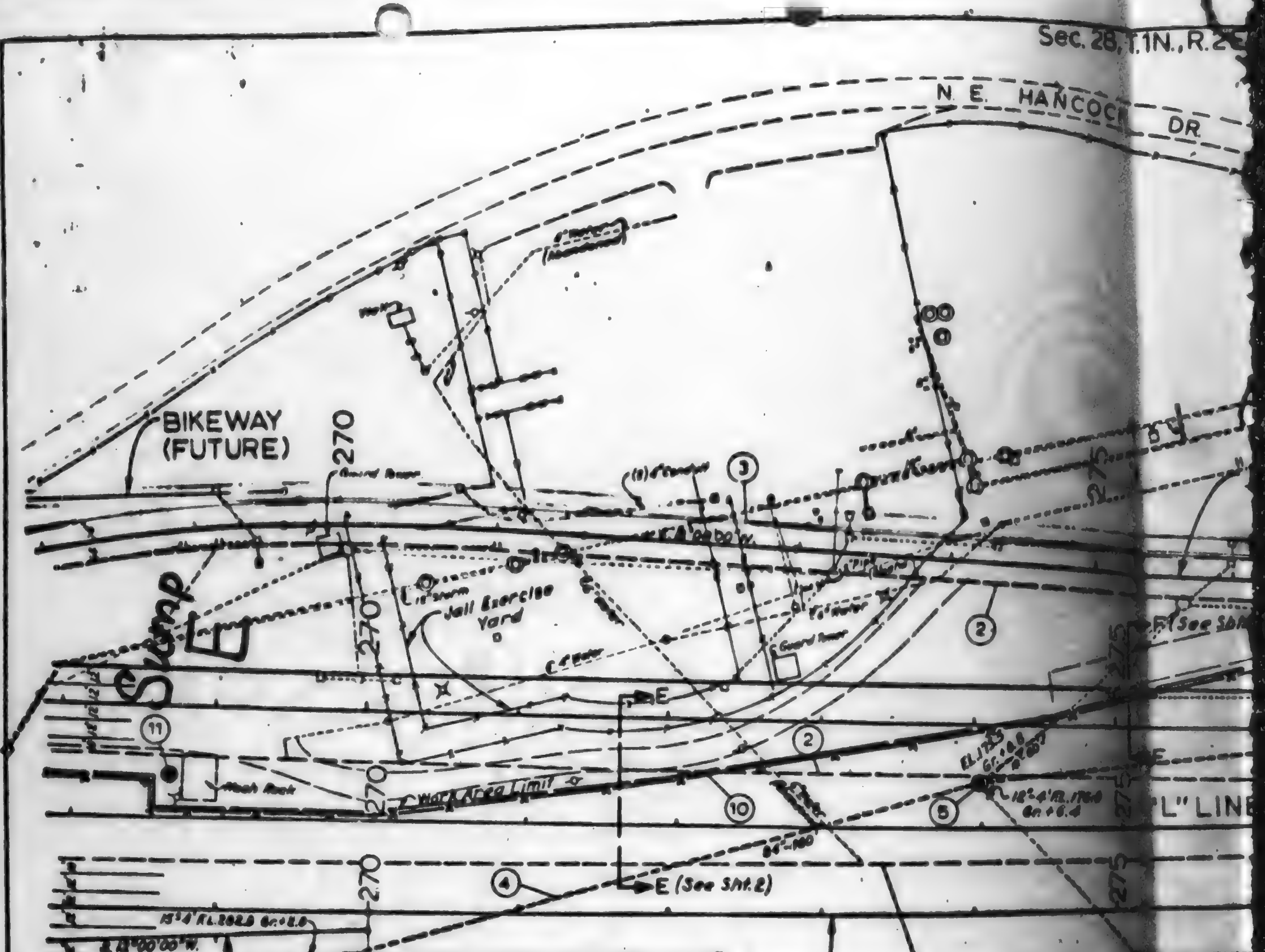
2) We will relocate the electric pump already installed so that it will pump from the new storage pond in Area B into the 84" outfall.

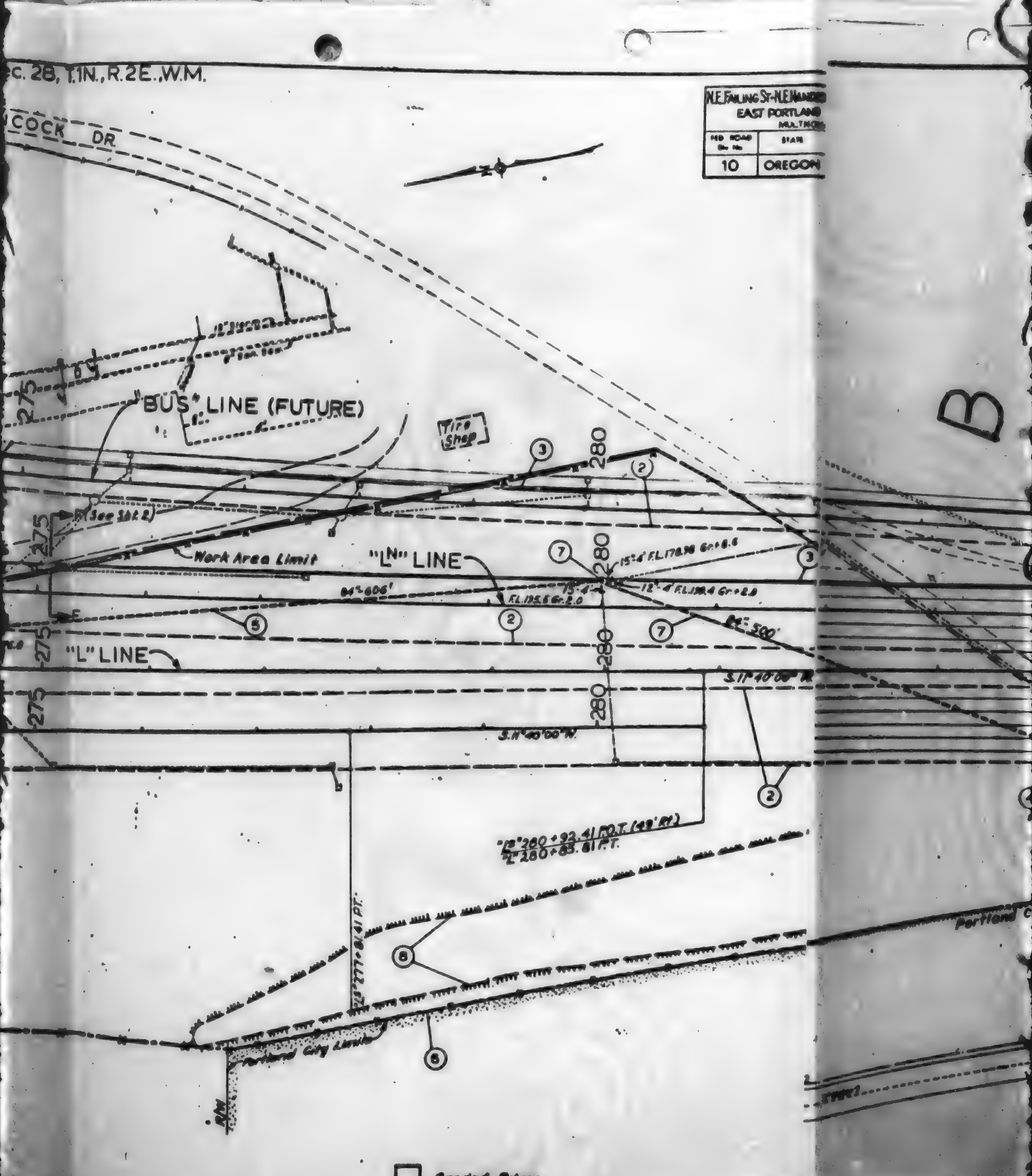
3) There will be no changes in the handling of drainage for Area C.

These drainage concepts were discussed with George Hopkins on December 24 and he agreed that it seemed to be a workable plan. Our next move will be to discuss these ideas with Multnomah County to make sure that they feel that we have adequately handled the storm runoff problem. In the meantime Tison's office needs to be investigating whether we should buy or rent a pump and once that decision is made the pump should be installed. This will be an extra onto the Failing-Hancock project. As the work progresses it may become evident that changes or additions to this plan should be made; in the meantime, this gives us something to start with.

ELH/cr
Attachment

cc Hal Versteeg	Jim McNamee
C. T. Keasey	Bob Shotwell
J. B. Boyd	Ken Limbocker
Bill Tison	


Sec. 28, T.1N., R.2
N. E. HANCOCK DR.
BIKEWAY (FUTURE)
270
275
Guard Tower
Jail Exercise Yard
Guard Tower
Work Area Limit
Slump
C
11
3
2
10
5
4
1
9
E
E (See Sht. 2)
"L" LINE
"WS" LINE
"LS" LINE
15" 4' FL 202.0 Gr.+2.6
S. 13°00'00" W.
12"-4' FL 176.0 Gr.+6.4
Disposal Area
270+00.00 POT
270+00.00 POC (12 R.)
Access Control Line
NOTE:
Future Drainage Shown Thus:


c. 28, T.1N., R.2E., W.M.
N.E. FAILING ST.-N.E. HANCO
EAST PORTLAND
MULTNOM
FED. ROAD DIV. NO.
STATE
10
OREGON
NCOCK DR.
"BUS" LINE (FUTURE)
Tire Shop
3
280
2
275
(See Sht. 2)
Work Area Limit
"LN" LINE
7
15°-4' F.L. 178.98 Gr. + 6.6
3
Δ=606'
75'-4'
12°-4' F.L. 139.4 Gr. + 2.0
F.L. 135.6 Gr. 2.0
5
2
7
Δ=500'
"L" LINE
275
280
S.11°40'00"W.
S.11°40'00"W.
2
"LN" 280+93.41 P.O.T. (49' Rt.)
"L" 280+83.81 P.T.
"L" 277+81.41 P.T.
6
Portland City Limit
6
R/W
Portland C
B
Graded Rdwy.

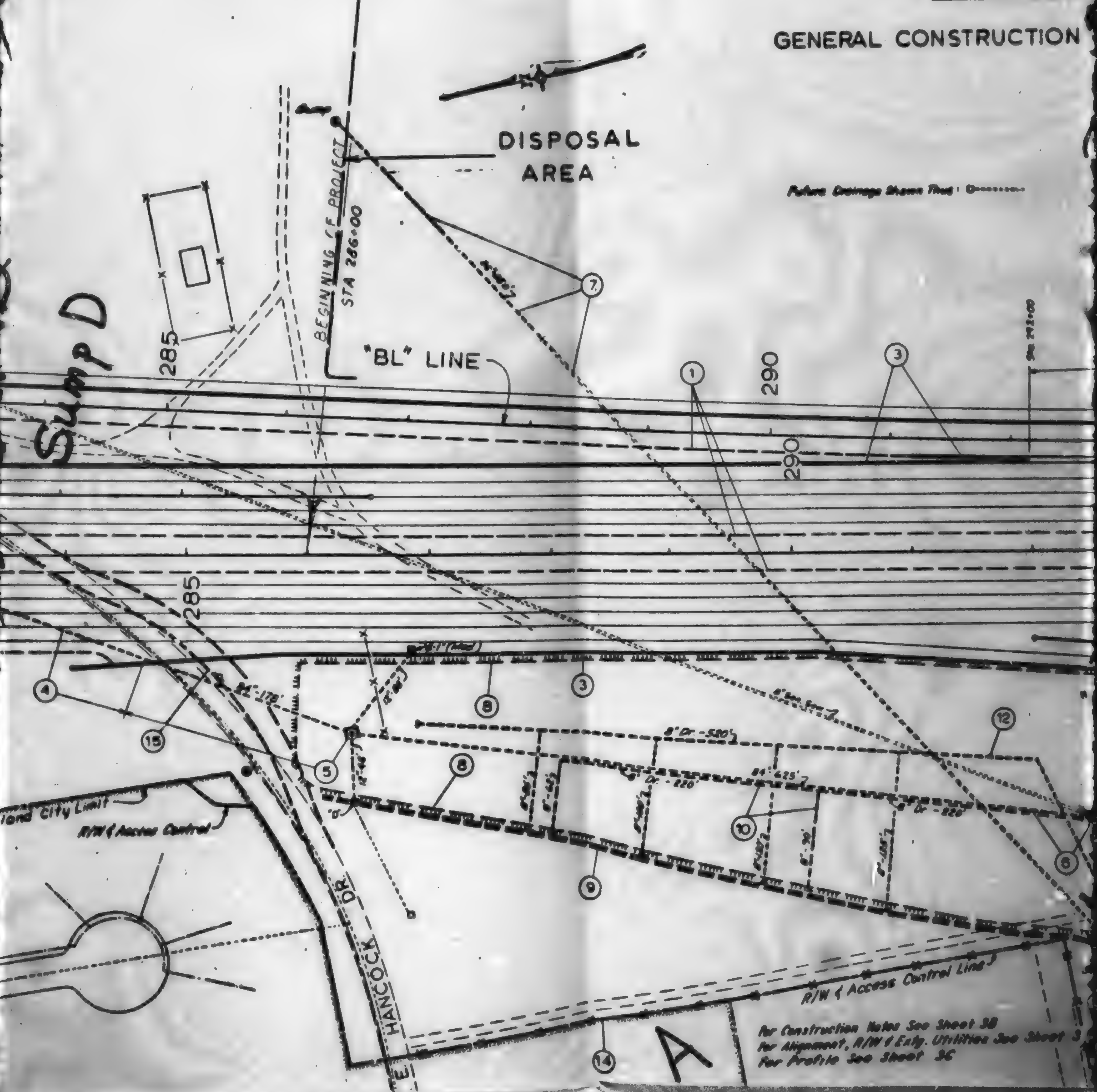
Sec. 28, T.1S., R2E, W.M.

N.E. HANCOCK ST. - S.E. Y
EAST PORTLAND FREEW
MULTNOMAH C

FED. ROAD DIV. No.	STATE	
10	OREGON	

GENERAL CONSTRUCTION

Future Drainage Shown Thus:


DISPOSAL AREA
Sump
BEGINNING OF PROJECT
STA 286+00
"BL" LINE
285
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290
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Sump D
land City Limit
R/W & Access Control
HANCOCK DR.
E
A
R/W & Access Control Line
1
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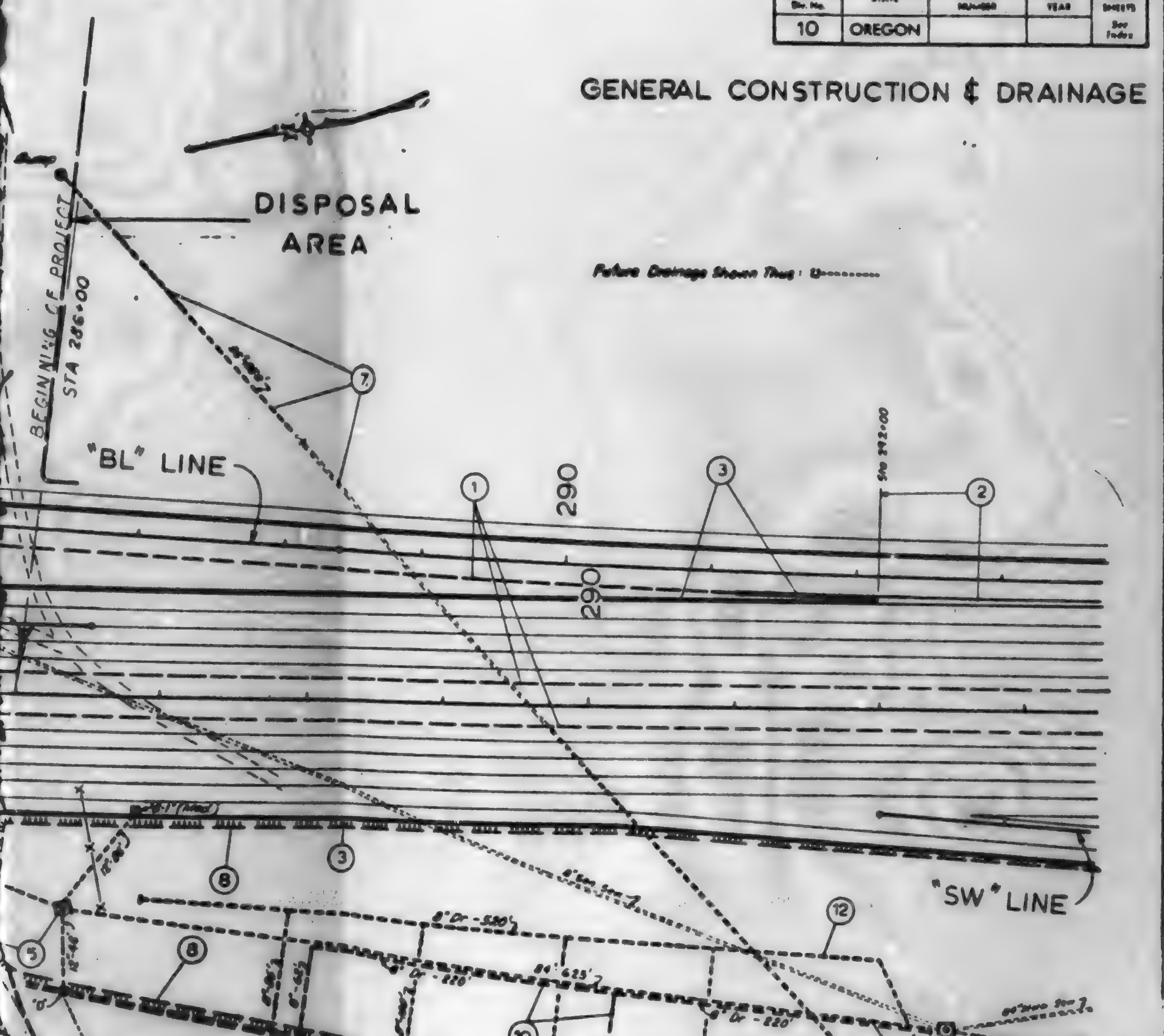
15

For Construction Notes See Sheet 38
For Alignment, R/W & Extg. Utilities See Sheet 3
For Profile See Sheet 36

M.

N.E. HANCOCK ST. - S.E. YAMHILL ST. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 3A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

GENERAL CONSTRUCTION ¢ DRAINAGE


Sump
DISPOSAL AREA
BEGINNING OF PROJECT
STA 286+00
Future Drainage Shown Thus:
⑦
"BL" LINE
①
290
290
③
Sta 292+00
②
③
⑧
"SW" LINE
⑤
⑧
⑫
8" Dr - 530'
8" Dr - 220'
8" - 625'
⑩
8" Dr - 220'
⑥
⑨
⑪
HANCOCK DR.
R/W ¢ Access Control Line
Sump
⑬
⑨
⑭
A
R/W

For Construction Notes See Sheet 3B
For Alignment, R/W & Exty. Utilities See Sheet 3
For Profile See Sheet 3C

8893

AGR 7

November 30, 1979

Industrial Inspection, Inc.
0511 S. W. Carolina Street
Portland, OR 97201

MISC. CONTRACTS and
AGREEMENTS No. 7174

Gentlemen:

Attached for your records is a fully executed copy of an agreement terminating a contract for ultrasonic inspection in the amount of $1,200.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

G. W. Mead
COMMISSION SERVICES

fkn

Att.

bc
Dale Hormann
Don Beecroft
Ted Litchfield
C. T. Keasey
D. E. Wackerbarth
Jim Kinns

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: November 15, 1979

FROM: Dale K. Hormann DKH
Assistant Attorney General

SUBJECT: Termination Agreement with Industrial Inspection Inc.

The consultant on this contract agreed to do some ultrasonic inspection for the Division on the condition that the inspector would be a Level II inspector. The only employee of the consultant who was a Level II inspector quit and as the consultant no longer has a competent Level II inspector to do the work we have agreed to termination of the agreement. It is my understanding that no money has been expended under this agreement and we have already secured the signature of the consultant who has agreed to the termination.

I would suggest as a paragraph to go to the Chairman requesting a delegation order, the following "Termination agreement with Industrial Inspection Inc. terminating a contract in the amount of $1,200 because the Contractor no longer has a competent Level II inspector to conduct the work."

DKH:sjb

cc: ✓Cecil Head - P.S. When you receive the 2 copies of the termination agreement please send xerox copies of the agreement to Don Beecroft, Ted Litchfield, C. T. Keasey, D.E. Wackerbarth and Jim Kinns

8893

1-205
39

ROAD DESIGN SECTION 378-6558

E. L. Hardt
Region Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

October 15, 1979

Sign Bridge at Sta. "LC3 Rev." 347+75 Rt.
N.E. Failing St.-N.E. Hancock St. Sec.
[redacted]
Multnomah County
Contract No. 8893

By letter to us dated October 11, 1979, Traffic Engineering Section has changed their position relative to reinstalling the existing sign bridge at Engr. Sta. "LC3 Rev." 347+75 Rt. on the above named section.

This will necessitate one or more price agreements to cover;

(1) Sub-section 111.02 para. 2 - reinstallation of sign bridge traffic control,

(2) Section 641, para. 2 - the left footing shall also be removed,

(3) Sub-section 643.81 - delete the estimated 12.7 cu. yds. of sign support footing, Section "Remove, Repaint and Reinstall Existing Sign Bridge" - Bid Item 199 - delete in its entirety,

(4) Section "Move, Modify and Reinstall Existing Signs" - Sign 1 will be eliminated, Signs 5 and 6 are to remain on their temporary supports and these supports and the sign illumination equipment with them are to remain as permanent installations. Sign 8 is to be eliminated from the project. Payment for this bid item should be reduced to reflect these changes,

(5) Section 646 - any work necessary to move sign luminaires and/or electrical service components should be eliminated.

WGB:mw
cc: C. T. Keasey
W. J. Hart
W. G. Beard
W. Tison

L Versteeg ✓
Andersen
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 15 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8893

2

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: October 11, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Permanent Signing
NE Failing Street - NE Hancock Street
(N. Banfield Interchange) Section
East Portland Freeway Highway
Contract 8893

When the contract plans for the subject project were being prepared, we requested that the existing sign bridge at Station "L^{C3} Rev." 347+75 be reinstalled on new footings under the contract.

A new Sign Study Plan for the Banfield Freeway from 82nd Avenue to 102nd Avenue has been made. We have reviewed the new study plan and have found that the 102nd Avenue off ramp can be properly signed without the above-mentioned sign bridge.

Please take the necessary action to have the reinstallation of the sign bridge deleted from the contract. At the same time, the two signs located on the sign bridge and mounted on the 102nd Avenue structure under "Temporary Protection and Direction of Traffic" are to remain on their new supports after the contract is completed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:jrb

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt
J. H. Versteeg
Lyle Watson

RECEIVED
STATE HWY ENGR
OCT 12 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8893

2

August 22, 1979

Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

Attention: Mr. Peter deC Ebert
Vice President

Gentlemen:

Mobilization
N.E. Failing Street-N.E. Hancock Street
Contract No. 8893

Your letter of August 15 requested that payment for the bid item "Mobilization" be computed by including the amounts paid for "Advance on Materials" in determining the amount "earned from other bid items".

The specifications are clear that payment for the bid item "Mobilization" is determined by the amount earned from other bid items. Advance payments for materials on hand are not a contract bid item and hence are not included in the computation of the amount due under the bid item "Mobilization". In the rare instances where materials on hand payments are allowed in determining the payment due for "Mobilization", e.g., the I-205 Columbia River Bridge, the contract contains a Special Provision altering the Standard Specifications to permit this procedure.

We are making the appropriate payment for the item "Mobilization" and must therefore deny your request for interest on the claimed "delinquent" payments for Mobilization.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: C. T. Keasey
E. L. Hardt
William Tison

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226·3991

215-44

August 15, 1979

Oregon State Highway Division
130 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 16'79
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

8.16
ay

Attention: H. S. Coulter

Subject: Oregon State Highway Division
N. E. Failing St. - N. E. Hancock St.
Contract No. 8893

Reference: Oregon State Highway Division,
Standard Specification:
1) Section 110 - Mobilization; Subsection 110.91 Payment - Lump Sum Basis.
2) Section 109 - Measurement & Payment; Subsection 109.09 Partial Payment and Retained Amounts.

Gentlemen:

Concerning the subject project, Donald M. Drake Company was recently notified by Mr. Carroll Keasey and Mr. William Tison that under Reference No. 1, the Oregon State Highway Division did not INTERPRETE the payment provisions of Reference No. 1 to include "materials stored and to be incorporated in the work" as part of the work for payment purposes.

We respectfully submit that the Specifications are clear and concise and do not require any interpretation.

Reference No. 1 states that "the amounts to be allowed for mobilization in the partial payment under the contract will be made as follows:

> 1. When 5% of the total original contract amount is earned from other bid items, 50% of the amount bid for mobilization, or 5% of the total original contract amount, which ever is the least, less normal retainage will be paid.
>
> 2. When 10% of the total original contract amount is earned from other bid items, 100% of the amount bid for mobilization, or 10% of the total original contract amount, which ever is the least, less normal retainage will be paid."

Reference No. 2 states that "at a regular period each month the engineer will make an estimate of the amount of work completed and of the value of such completed work. He will also make an estimate of the amount and value of acceptable material to be incorporated in the completed work which has been delivered and acceptably stored as set forth in subsection 109.10. The sum of these values will herein after be collectively referred to in this subsection as the "Value of Completed Work". In reviewing the above it is clear that material stored and to be incorporated in the work is part of "THE VALUE OF COMPLETED WORK".

Because "material to be incorporated" is "part of the value of completed work", the amount of such material is included in the "amounts to be allowed for mobilization".

To date the above amount has not been included in the calculations for mobilization and, therefore, the mobilization payments are delinquent.

Under the subject Contract, the amount of Bid Item #1, Mobilization, is $1,673,812.00.

During the 1975 Oregon Legislative Session, the construction industry and the legislature agreed to House Bill 3023 which stipulated as equitable on public projects an interest rate of 1% per month.

Because of these delinquent payments we request an equitable adjustment in our contract amount and, therefore, a Price Agreement should be executed which allows reimbursement of 1% per month on $1,673,812.00 or $16,738.00 per month until total compensation is received.

Your early attention to this matter is respectfully requested.

Very truly yours,

DONALD M. DRAKE COMPANY

Peter deC Ebert
Vice President

PdeCE:sak

cc: Carol Keasey, Construction Engineer
William Tison, Resident Engineer
Lee Sowers, Project Manager

☆ U. S. GOVE[illegible]NTING OFFICE: 1976-628-985

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH: Jerry Street, Resident Engineer (Structures), OSHD

DATE OF INSPECTION 8-20-79	INSPECTION MADE BY Vincent Tabor, Asst. Area Engineer	PROJECT NO. I-205-7(67)312

QUALITY OF WORK* -------	PROGRESS OF WORK Satisfactory	TIME ELAPSED 15 %	WORK COMPLETED 16 %

N.E. FAILING-N.E. HANCOCK ST. SECTION (N. BANFIELD INTCHGE.)
East Portland Freeway

The purpose of this inspection was to review the progress of the structures portion of the contract being handled by Donald M. Drake Company.

1. The "MR" line railroad maintenance undercrossing structure is approximately 10 percent complete. All footings have been poured, column steel placed at bent #2, and wall forms installed at bent #1. A work crew (carpenters)was preparing wall forms for bent #3 during our visit.

2. Contractor's forces were also stripping wall forms and erecting falsework at the bicycle path overcrossing of the "NE" line. It is now about 30 percent complete.

3. Falsework has been erected and forms graded for the bottom girder slab of the "EN" line overcrossing of the "NE" line. Footings have been poured for walls A and B and workers were forming and setting resteel for the wall footings at the south approach. This structure is approximately 35 percent complete.

4. The "WS" Line Tunnel is now about 30 percent done. Supporting falsework and interior forms have been constructed for about 120 linear feet of the 277 foot rigid frame structure. The "SE" line tunnel grade has been leveled, but work has not started.

5. Excavation and forming work is being accomplished on bent #2 footing for the "WN" line bicycle path overcrossing A section of the retaining wall along Maywood Park serves as the bent #1 abutment. Overall, approximately 5 percent is complete.

(continued)

Comments and Conclusions

1. Mr. Street and I discussed staffing necessities for the subject work. It seems that two of the above-mentioned structures have been started ahead of schedule thus placing a burden upon the available inspection crew. I understand that the Resident has requested additional people to fill this void.

2. A records and quality control type review will be accomplished during the next inspection.

RECEIVED
STATE HWY ENGR
SEP 5 '79
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

9-5
ajf

#8873

STATE COPY

8-1-79

cc: State (H. S. Coulte

U.S. PARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10

REPORT NO. 1

COUNTY Multnomah

DIVISION Oregon

DATE OF INSPECTION 8-1-79

INSPECTION MADE BY C. T. Christianson, Area Engineer

PROJECT NO. I-205-7(67)312

IN COMPANY WITH Marion Craft, Region Construction Engineer and Bill Tison, Resident Engineer

LOCATION North Banfield Interchange Area I-205, Portland, Vicinity of Rocky Butte

CONTRACTOR NAME AND ADDRESS Donald M. Drake Company, Portland, Oregon

AWARD DATE 4-3-79

CONTRACT AMOUNT $18,563,264.

TIME ALLOWED 835 calendar days

TIME STARTED 4-16-79

WORK STARTED 4-23-79

QUALITY OF WORK Satisfactory

PROGRESS OF WORK Satisfactory

TIME ELAPSED

WORK COMPLETED

REMARKS

NE FAILING-NE HANCOCK SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Structure, Sign and Illumination

The scope of this inspection was to concentrate on field construction operations with a secondary review of project records and quality control. Traffic control on the BAnfield was also viewed in conjunction with this inspection.

Grading work on this project is well underway with the massive excavation for the storm sewer being the primary effort at this time. Upon completion of that excavation the mainline roadway can be constructed on the backfill. Work is underway in forming the abutment walls and placing reinforcing steel on the footings for the bikeway structure. The footings are in and steel is being placed for the WF Rigid Frame structure handling the lowest elevation ramp connecting the Banfield with 205. Forming is underway for the abutment for the EN Structure of the WE line and grading work is started and in the vicinity of the Banfield Ramp taking eastbound Banfield traffic to I-205. Haul Road was under construction at that location.

Project records indicate that compaction tests show satisfactory results on embankment construction and there are no problems meeting specification with the pipe and blocks being incorporated iinto the job. Tests on the concrete and steel show satisfactory results.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

Traffic control on the Banfield has been combined with the south Banfield construction project and the two units are being signed and handled as one project. Considerable amount of signing and temporary concrete barriers have been installed in order to safely guide traffic through the construction zones. No lane closures are anticipated at this time.

Engineering control on this highly complex project is considered satisfactory and work is progressing very well.

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

8-14
cf

#5813 2

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 27, 1979

FROM: L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
JUL 30'79
REFER TO

SUBJECT: Temporary Construction Speed Zoning
Columbia River Highway No. 2
S. Banfield Interchange, Contract No. 8519 and N.E. Failing Street - N.E. Hancock Street (N. Banfield Interchange), Contract No. 8893
City of Portland
Multnomah County
M.P. 5.01 to M.P. 10.08

We were recently notified by Marion Craft, Region I Construction Engineer, of a request by Hensel Phelps Construction Company, contractor on S. Banfield Interchange, Contract No. 8519, for a 40 MPH construction speed zone through his construction area.

There are two construction projects in the same area which would be affected by the proposed construction speed zoning. During this construction, work will be done overhead as well as immediately adjacent to the travel lanes. Traffic through the projects, at this time, appears to be disregarding the advisory construction speed signing.

As per ORS 487.905 (2), a lower speed may be established. It has been determined that a speed of 40 MPH would be appropriate

In order to provide for the safety of motorists and construction workers during this construction, the following temporary speed zoning on the Columbia River Highway No. 2 is recommended:

> 40 MPH from N.E. 82nd Avenue undercrossing (M.P. 5.01) to the N.E. 122nd Avenue overcrossing (M.P. 10.08). This speed zoning is to be in effect only on those sections where signs are in place and only for the duration of the construction projects.

If you concur, please approve and forward a copy of this letter to Mr. C. W. Head for his records.

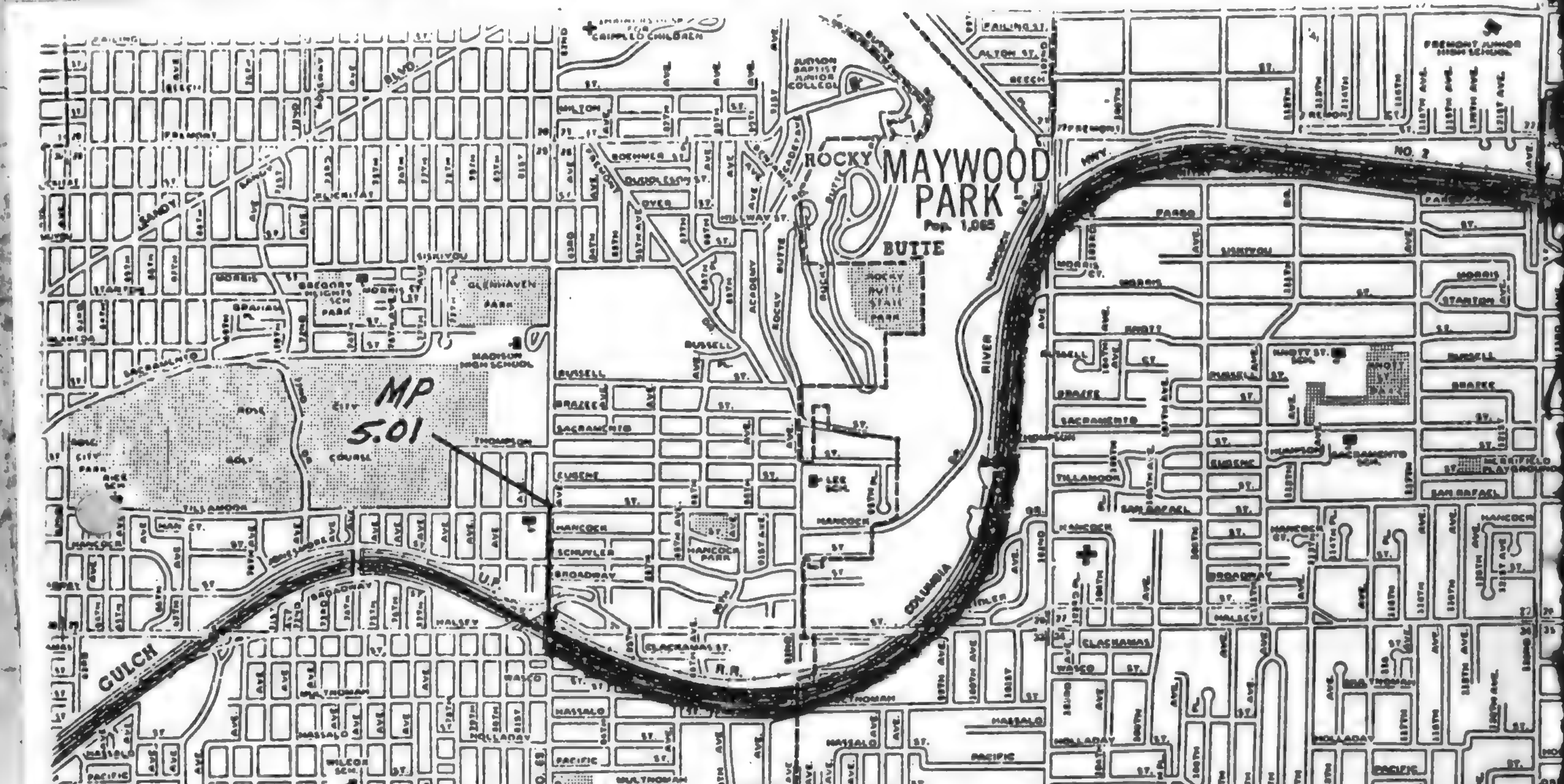
APPROVED
7/31/79
L. W. Rulien

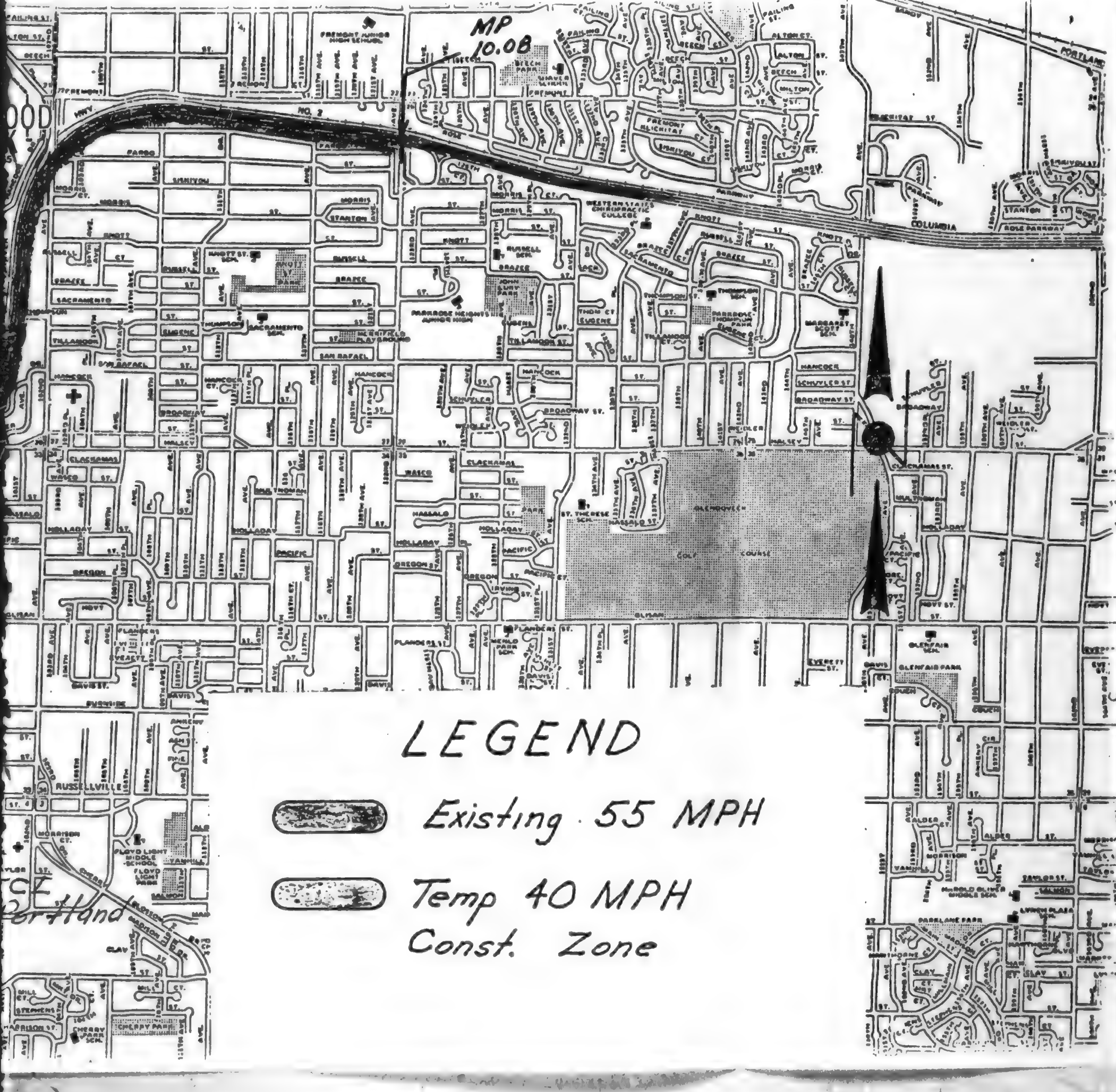
L. E. George
L. E. George
Traffic Engineer

AA:jrb

8-2-79
copy to Traffic

cc: C. W. Head


MP
5.01
PORTLAND
ECI
Portland
MAYWOOD
PARK
Pop. 1,065
ROCKY
BUTTE
ROCKY BUTTE STATE PARK
COLUMBIA RIVER HWY.
NO. 2
GULCH
U.P. R.R.
ROSE CITY GOLF COURSE
GLENHAVEN PARK
MADISON HIGH SCHOOL
HANCOCK PARK
MULTNOMAH SCHOOL OF THE BIBLE
MONTAVILLA PARK
TEMPLE CHRISTIAN SCH.
COLUMBIA CHRISTIAN HIGH & ELEM. SCH.
VESTAL SCH.
WILCOX SCH.
RUSSELLVILLE
HOSPITAL
PORTLAND ADVENTIST ACADEMY
FLOYD LIGHT MIDDLE SCHOOL
FLOYD LIGHT PARK
CHERRY PARK
BERRYDALE PARK
CLARK SCH.
BRIDGER SCH.
HARRISON PARK
MOUNT
MOUNT TABOR PARK
TABOR
RES.
RES.
FREMONT JUNIOR HIGH SCHOOL
KNOTT ST. SCH.
SACRAMENTO SCH.
WARREN JUNIOR BAPTIST JUNIOR COLLEGE
FAILING ST.
SANDY BLVD.
BROADWAY
HALSEY
GLISAN
BURNSIDE
STARK
WASHINGTON
MORRISON
TAYLOR
SALMON
HAWTHORNE
MARKET
STEPHENS
LINCOLN ST.


MP
10.08
LEGEND
Existing 55 MPH
Temp 40 MPH
Const. Zone
COLUMBIA
PORTLAND
HWY NO. 2
FREMONT JUNIOR HIGH SCHOOL
WESTERN STATES CHIROPRACTIC COLLEGE
PARKROSE HEIGHTS JUNIOR HIGH
GLENDOVEER GOLF COURSE
GLENFAIR PARK
FLOYD LIGHT MIDDLE SCHOOL
RUSSELLVILLE
Portland

8893

STATE OF OREGO
HIGHWAY DIVISION

INTERO CE MEMO

TO: MEMO

DATE: July 24, 1979

MISC. CONTRACTS and AGREEMENTS No. 7174

FROM: For H. S. Coulter
State Highway Engineer

SUBJECT: Ultrasonic Inspection of Railroad Bridge
Contract No. 8893

~~RAILROAD COMPANIES~~
~~MISC. CONTRACTS and~~
~~FILE No. RR 190~~
~~AGREEMENTS NO.~~

On this date Chairman Yturri approved a consultant agreement with Industrial Inspection, Inc., to conduct ultrasonic inspection of a railroad bridge being fabricated in Portland. The amount of the agreement is $1,200.

LWR:ia

cc Anthony Yturri
F. B. Klaboe
J. L. Sollis
C. T. Keasey
J. C. Jenkins
V. E. Skoog

7/24/79
John Jenkins
walking over the agrees.
to Gen. Services -
He will send us original
per Isabel

Recd agreement
9/14/79

81-125-1387

DEPARTMENT OF JUSTICE

Memorandum

DATE: July 23, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

SUBJECT: Consultant Agreement

This is a consultant agreement with Industrial Inspection, Inc. to conduct ultrasonic inspection of a railroad bridge being fabricated in Portland. The amount of the agreement is $1,200.

They are in a big hurry to have this agreement executed and I would suggest that as soon as you have received telephonic approval and have executed the agreement and signed the certificate which is Exhibit B (the last page of the agreement) someone should be asked to hand carry this to General Services to get their signature and approval as quickly as possible.

JLS:sjb

RECEIVED
STATE HWY ENGR

JUL 24'79

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On July 16, 1979, by telephone approved Supplemental Agreement No. 1, Phase II agreement, with Multnomah County, covering Rocky Butte Jail Relocation Project, Downtown Detention Center. Agreement generally covers the costs of Multnomah County and their personnel in the Phase II activities, the jail replacement.

2) On July 17, 1979, approved Supplemental Agreement No. 2, Phase II Agreement, with Multnomah County, covering Rocky Butte Jail Relocation Project, Downtown Detention Center. Agreement covers the moving of all the terms of the Phase II agreement from the Annex Block between 4th and 5th, Main and Madison, to the Lennox Block, 2nd and 3rd, Main and Madison.

3) On July 16, 1979, by telephone approved Supplemental Agreement No. 2 with Multnomah County for the Public Works Functional Replacement. Supplement was to delineate the terms under which design approval was condition on the Public Works Facility. It outlined the amount of compensation for their property; it limited the number of dollars in the replacement construction.

4) On July 24, 1979, approved a consultant agreement with Industrial Inspection, Inc., to conduct ultrasonic inspection of a railroad bridge being fabricated in Portland covering Contract No. 8893, East Portland Freeway, Multnomah County. The amount of the agreement is $1,200.

~~Hold for agenda.~~

Dated this 1 day of August, 1979

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Fr DATE: 7/30/79

8893

1-205

Failing Hancock Section
I205

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 16, 1979 Telephone 238-8226

Ray Gustafson
10810 N.E. Klickitat
Portland, OR 97220

Bob Stone
3217 N.E. 110th
Portland, OR 97220

✓ Versteeg ✓
Anderson
Christensen
✓ Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 20 1979
ROAD DESIGN
SECTION

cc: E. S. Hunter
J. H. Versteeg
Do Not File
Return To
Bring Up __/__/__
Action

I am responding to you as the initiator of a petition to reconsider the noise berm located adjacent to Klickitat along the I-205 freeway ramp to the I-80N freeway.

The supervisor of our Environmental Unit here in Portland has looked at the area and discussed with several residents the question of the berm.

I have talked to the resident engineer in charge of the project and we will stop any further work on the berm until a decision is made to its final disposition. Our Environmental Unit will evaluate the impacted area to determine those homes that will be affected by any decision to revise the current design. The section will then evaluate the impact to determine what happens with the berm, without the berm, or with some alternative, such as a lowered berm as was originally constructed several weeks ago, which would maintain some view while partially shielding the noise.

As soon as we have this information, hopefully by the first of next week, I would like to set up a meeting to review our findings with those residents immediately impacted by the berm. I will be contacting you later this week to set that date and make arrangements for a meeting to discuss thoroughly the impacts with all those persons involved before a decision is made.

R. N. Bothman
Administrator

RNB:ke

bcc: E. L Hardt
G. A. Potter
G. W. Kaiser

RECEIVED
ENVIRONMENTAL
SECTION
JUL 18 1979

Referred to
Manager GP
Proj. Coord. ✓
Res. Coord.
Eng. Coord. ✓
Adm. Asst.
Sec.
File

Form 734-3122

8893

1-205 39-1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 7-2

DATE: July 14, 1980

TO: Tony
J. H. Versteeg
Head of Engineering

FROM: Anthony J. George, Eng. Coordinator
Environmental Section

SUBJECT: Final Noise Barrier Proposal
NE 112th-NE 117th Avenue
NE Failing-NE Hancock Section
I-205 Freeway Interchange
Multnomah County

The following information is being requested for the subject project barrier proposal. The subject barrier, which was first approved by ODOT administration in November, 1979, has been shortened in accordance with the affected citizens' wishes. Please estimate the cost for a concrete barrier 555 feet in length, and six to seven feet in height constructed at the right-of-way line between Stations 206+40 Lt. and 212+00 Lt.

The attached figures show the location of the barrier and the location of the mitigated receptors. Additional materials are available in the Environmental Section. Please contact Tim Thex or myself if there are any questions.

AJG:TT:ct

Attachment

cc: Adrian Olson w/attach

1 Versteeg ✓
Anderson
Christensen
Olson Copy
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 15 1980
ROAD DESIGN SECTION

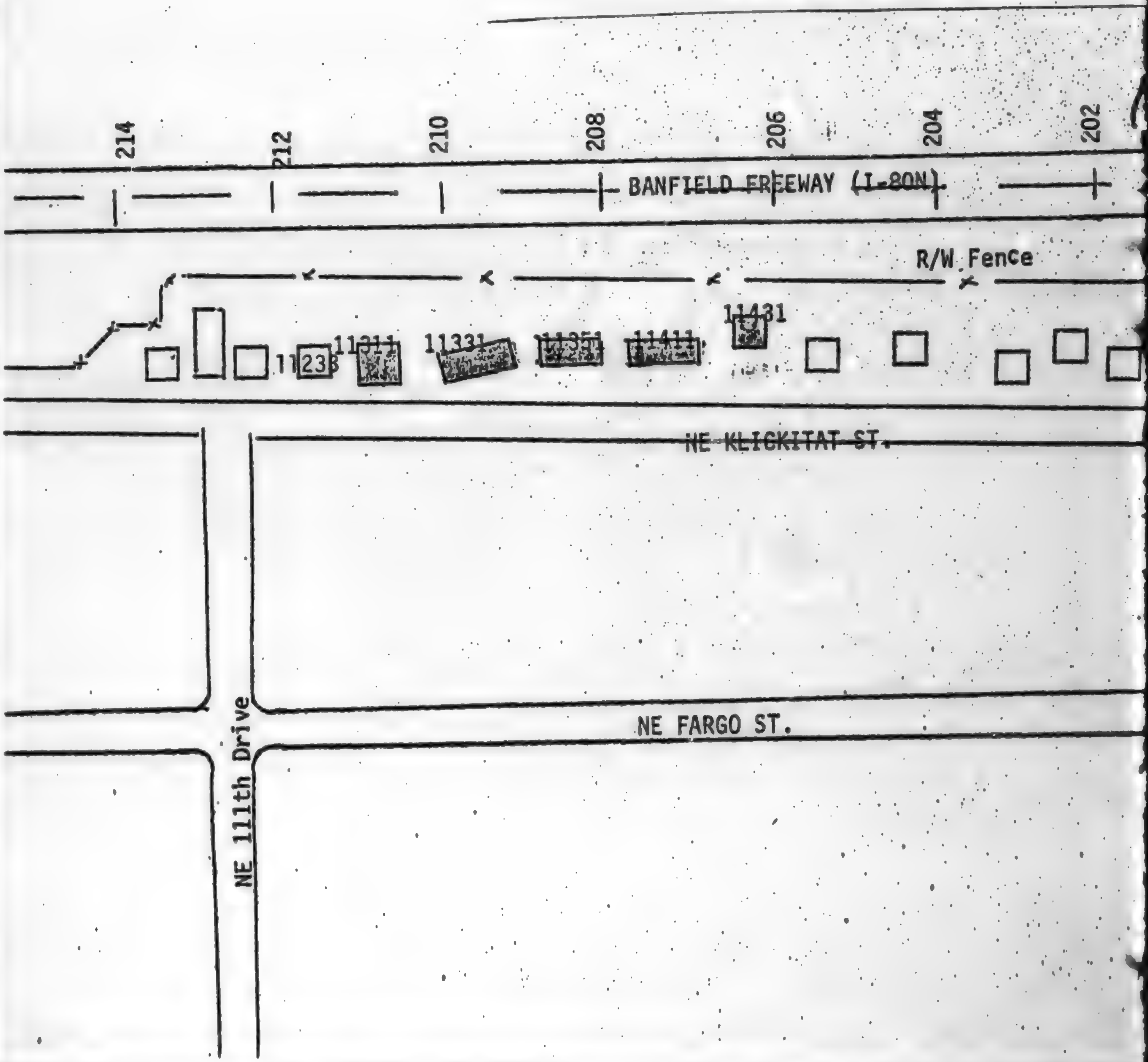
Do Not File ☐
Return To
Bring Up / /
Action

Ed Hardt called 7/15 - wants to add This to present contract if possible.
field data rec'd 7/19 - data to Bridge 18, Tindall to go over in field 7/21.

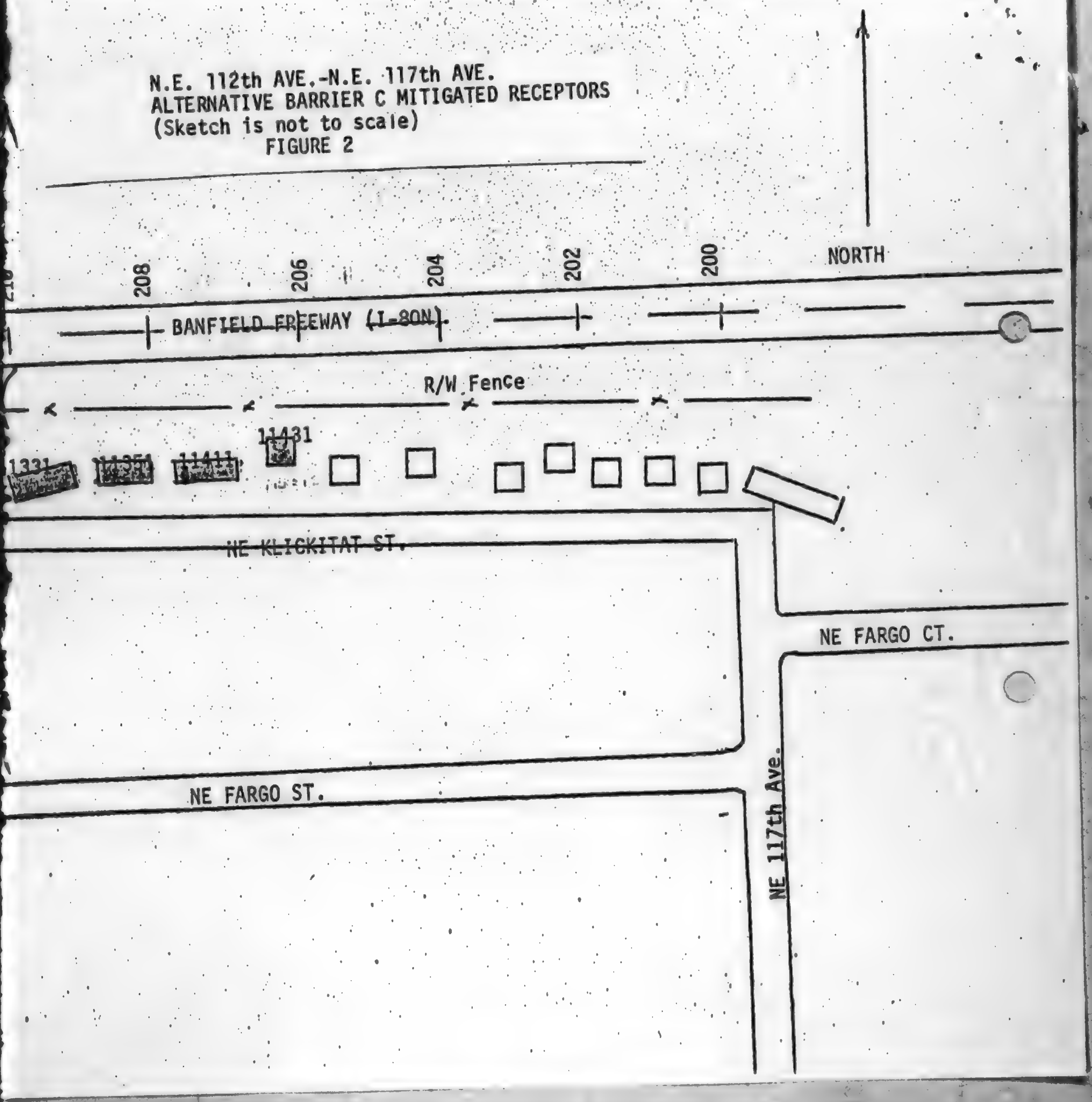
Contains Recycled Materials
81-125-1387

SP*75683-125

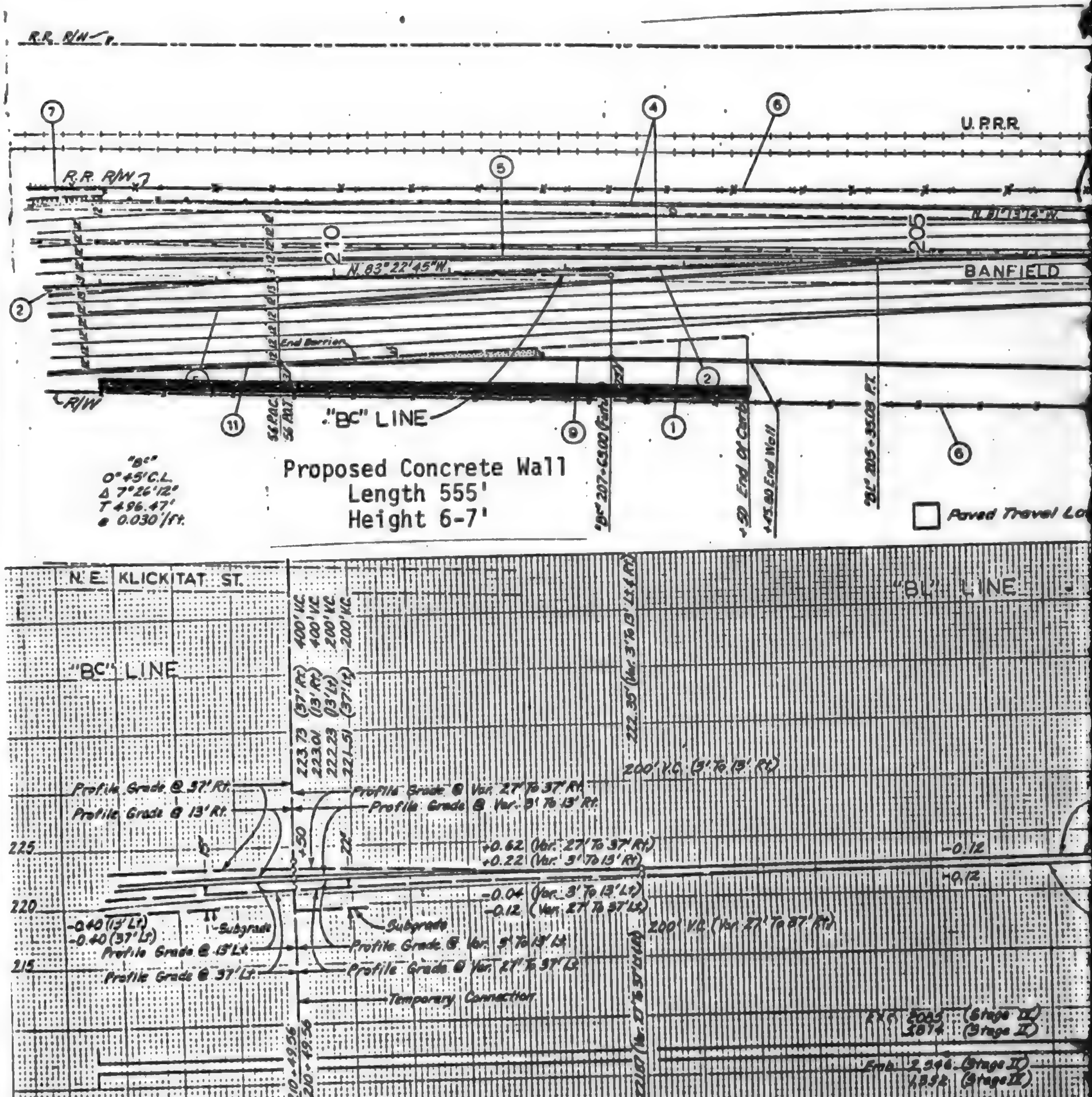
N.E. 112th AVE.-N.E. 117th AVE.
ALTERNATIVE BARRIER C MITIGATED RECEPTORS
(Sketch is not to scale)
FIGURE 2


214
212
210
208
206
204
202
BANFIELD FREEWAY (I-80N)
R/W Fence
11431
11311
11331
11351
11411
11233
NE KLICKITAT ST.
NE FARGO ST.
NE 111th Drive

N.E. 112th AVE.-N.E. 117th AVE.
ALTERNATIVE BARRIER C MITIGATED RECEPTORS
(Sketch is not to scale)
FIGURE 2

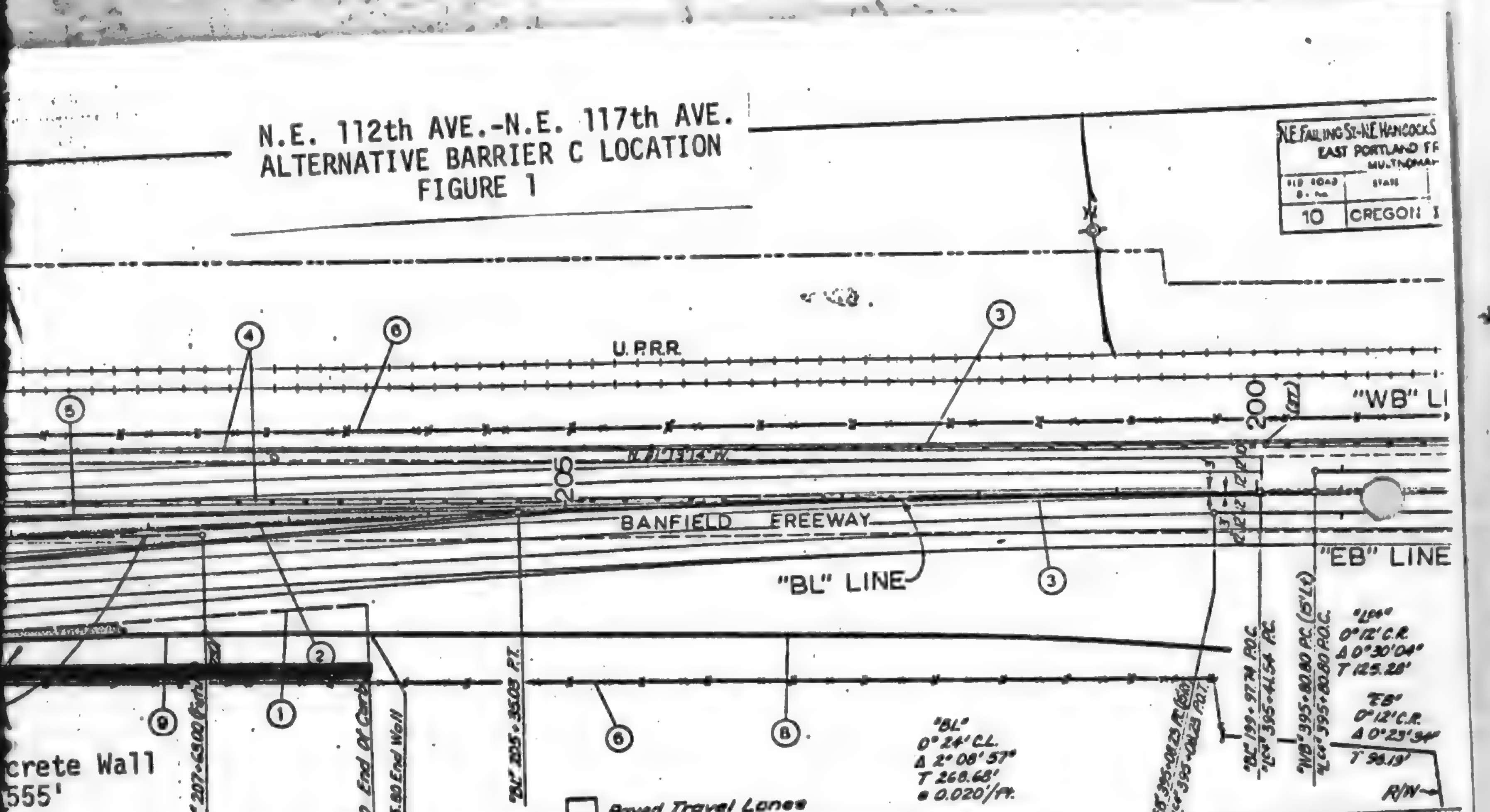

NORTH
208
206
204
202
200
BANFIELD FREEWAY (I-80N)
R/W Fence
11431
1331
11351
11411
NE KLICKITAT ST.
NE FARGO CT.
NE FARGO ST.
NE 117th Ave.

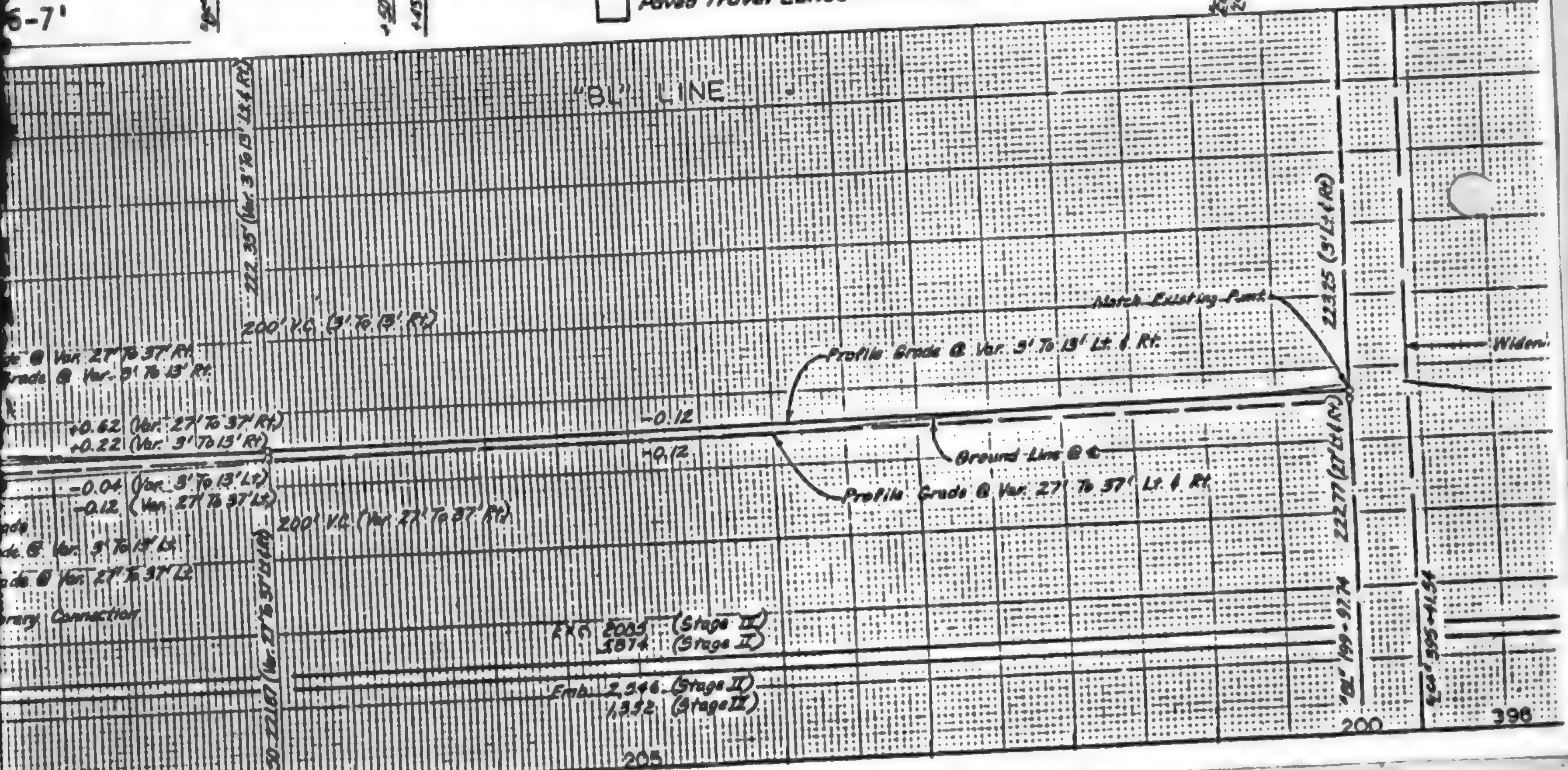
N.E. 112th AVE.-N.E. 117th AVE.
ALTERNATIVE BARRIER C LOCATION
FIGURE 1


R.R. R/W
U.P.R.R.
R.R. R/W
⑦
④
⑥
⑤
②
210
205
N. 83° 22' 45" W.
BANFIELD
End Barrier
②
①
⑪
⑨
⑥
R/W
"BC" LINE
56.PAC
56 PAT
"BC" 207+63.00
+.50 End Of Curb
+15.80 End Wall
"BL" 205+35.08 P.I.
"BC"
0° 45' C.L.
Δ 7° 26' 12"
T 496.47'
e 0.030'/ft.
☐ Paved Travel La
N.E. KLICKITAT ST.
"BC" LINE
"BL" LINE
400' V.C.
400' V.C.
200' V.C.
200' V.C.
223.73 (37' Rt.)
223.01 (13' Rt.)
222.23 (13' Lt.)
221.51 (37' Lt.)
222.35' (Var. 3' To 13' Lt & Rt.)
200' V.C. (3' To 13' Rt.)
Profile Grade @ 37' Rt.
Profile Grade @ 13' Rt.
Profile Grade @ Var. 27' To 37' Rt.
Profile Grade @ Var. 3' To 13' Rt.
+.50
.22
+0.62 (Var. 27' To 37' Rt.)
+0.22 (Var. 3' To 13' Rt.)
-0.04 (Var. 3' To 13' Lt.)
-0.12 (Var. 27' To 37' Lt.)
-0.40 (13' Lt.)
-0.40 (37' Lt.)
Subgrade
Subgrade
Profile Grade @ 13' Lt.
Profile Grade @ 37' Lt.
Profile Grade @ Var. 3' To 13' Lt.
Profile Grade @ Var. 27' To 37' Lt.
200' V.C. (Var. 27' To 37' Rt.)
Temporary Connection
225
220
215
-0.12
-0.12
Exc. 2085 (Stage III)
5874 (Stage II)
Emb. 2,346 (Stage II)
4,892 (Stage II)
"BC" 210+49.56
"BL" 210+49.56
210
205

Proposed Concrete Wall
Length 555'
Height 6-7'

N.E. 112th AVE.-N.E. 117th AVE.
ALTERNATIVE BARRIER C LOCATION
FIGURE 1


N.E. FAILING ST.-N.E. HANCOCK S
EAST PORTLAND F
MULTNOMA
10
OREGON
U.P.R.R.
"WB" LI
BANFIELD FREEWAY
"BL" LINE
"EB" LINE
205
200
crete Wall
555'
6-7'
Paved Travel Lanes
"BL"
0° 24' C.L.
Δ 2° 08' 57"
T 268.68'
e 0.020'/Ft.
"EB"
0° 12' C.R.
Δ 0° 23' 34"
T 98.19'
R/W
+45.80 End Wall
End Of Curb
①
②
③
④
⑤
⑥
⑧
⑨


"BL" LINE
200' V.C. (3' To 13' Rt.)
200' V.C. (Var. 27' To 37' Rt.)
+0.62 (Var. 27' To 37' Rt.)
+0.22 (Var. 3' To 13' Rt.)
-0.04 (Var. 3' To 13' Lt.)
-0.12 (Var. 27' To 37' Lt.)
-0.12
Match Existing Pavt.
Profile Grade @ Var. 3' To 13' Lt. & Rt.
Ground Line @ ℄
Profile Grade @ Var. 27' To 37' Lt. & Rt.
Widen
Exc. 2085 (Stage II)
1874 (Stage I)
Emb. 2,546 (Stage II)
1,332 (Stage I)
Temporary Connection
205
200
398

Form 81-734-1384 (9-77)

8893

Oregon Department of Transportation
HIGHWAY DIVISION

I-205

PROJECT INSPECTION REPORT

Intermediate ☒

Final ☐

Project Name NE Failing St.-NE Hancock St. (N. Banfield Intchge.)				Contract No. 8893
Highway East Portland Freeway			County Multnomah	Prefix No. 626-1042
Contract Time Elapsed %	Contract Work Completed %	Contract Work Quality Good	Contract Work Progress Good	F.A. Project No. I-205-7(67)312
Inspection date July 12, 1979		By Marion Craft		

In company with Bill Tison, Adrian, Jerry ~~Reed~~ Rich, and Ken Limbocker

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This was a general overall inspection to look at the quantities of material available, where the material was going in the fills, and looking at where the excess material would be placed. The contractor at this time is moving fill material towards the south end of the job and building a road up to the sound berm area around 95th and Thompson Street in preparation for building a sound berm at that location. He has also built a sound berm east of 102nd along Klickitat Street and has received some complaints from some of the neighbors along there. We will wait and see what happens as far as complaints from the neighbors; if they get a petition we will react to that when that happens. The contractor was pouring a footing for the footings for the SW line rigid frame structure and had also poured some of the interior footings for the two structures over the NE line, structure No. 13514B and 13514K. The foundation material for these footings is excellent and as shown on the contract drawings and borings. One of Bill's major concerns and one of the reasons for Adrian Olson and Jerry Reed to come up from Salem was to look at the disposal area for the excess material and also the large number of boulders that we are getting in this project. We're getting a large number of very large rock and boulders that is a little more than was anticipated and Bill was worried that we would not have room to hide all these rocks. The designers were aware of the need to dispose of the large number of rocks and had made a provision for this, however there doesn't seem to be quite as much room as was envisioned and there may be a problem in disposing of the number of rocks that were uncovered. Bill will continue to do what he can to get rid of the rocks as he gets them and develop as large an area as possible to dispose of these rocks.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

______ Date opened to traffic or in operation
______ Date of Second Notification
______ Date Contractor's notice for semi-final inspection received
______ Date Contractor removed equipment, plant, etc.
______ Estimated submittal date of semi-final estimate
______ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
XXXXXXXXXX (Final Only)
XXXXX (Final F.A. Only)
XXXXXXXXXXXX (If Applicable)
Hal Versteeg ______

Signed Marion Craft

Title Region Construction Engineer

1-205

ROAD DESIGN SECTION 378-6558

George Hopkins
Construction Field Engineer

July 5, 1979

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

Manhole Alternate Request
N.E. Failing St.-N.E. Hancock St.
[redacted]
Contract 8893

Attached is the Alternate I of change of manhole design proposed by the Contractor, Donald M. Drake and revised by the Structures Section after their review.

We concur with acceptance of this alternate, with the changes as noted.

RD:mw

RECEIVED
JUL 05 1979
ROAD DESIGN SECTION

- Versteeg
- Anderson
- Christensen
- Olson
- Sullivan
- Terpin
- Trout
- Wakerlig

Do Not File
Return To
Bring Up __/__
Action

8873

1-205

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen

DATE: July 3, 1979

L. L. Wallace

FROM: L. L. Wallace
Assistant Bridge Engineer

SUBJECT:

T-Top Manholes
N.E. Failing St. -
N.E. Hancock St. Sec.
~~East Portland Freeway~~

We have made finite element analyses of two T-top manhole combinations, an 84" pipe with 48" riser and 72" pipe with 48" riser. From the results of these analyses, we feel that it would be safe to accept these as substitutions for the manholes detailed on the plans. Approval rests on the granular material. To be acceptable at this time, the design should be modified as shown on the attached shop drawing (No. 7279). Changes include a minimum riser height of 2'-0", a minimum riser wall thickness of 12 inches and added L bars from the pipe to the riser.

In the future, it may be found advantageous to place the riser over the center of the pipe. This could reduce the required height and wall thickness of the riser, but would require a separate analysis. These analyses are costly and time consuming and we understand that time is at a premimum on this job. So, we are not persuing more alternates now.

The 48" T-top manhole on a 48" pipe shown on Dwg. No. 4879 should be adequate with the addition of L bars and the bending of circumferential pipe reinforcement into the walls of the riser.

We have not examined the Alternate Design #2.

ATB:df
Attachment

1 Verstoeg ✓
Anderson
2 Christensen DOC
Olson
Sullivan
Terpin
Trour
Wakerlig

RECEIVED
JUL 05 1979
ROAD DESIGN SECTION

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Action

7/5/79
Dwgs & a copy of this letter
handcarried to Construction
this date for their action
DOC

8873

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 2, 1979

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: I-205 NOISE BERM
NE 95th PLACE

TO: HAL VERSTEEG
Road Design Engineer

The contract plans for the Failing St. to Hancock St. Section of I-205 call for a noise berm to be built directly east of NE 95th Place. Recently, Bob Bothman was presented with a petition from a number of people whose residences are such that their backyards will look out on this berm, which is to be about 15 feet high. The petition requested that the berm be eliminated or moved so that the view of the persons involved would not be obscured by the berm. A meeting was held at Jason Lee School on June 21 with the affected people, at which time Tony George put on a noise demonstration which convinced them that the berm would be preferable to the noise of I-205. During the discussion of the pros and cons of the berm, a number of people were concerned about the looks of it, that is, that they would not have to look at a pile of dirt for the rest of their lives. I told them that we would put some landscaping on it, in order to make it compatible with the neighborhood.

I would appreciate it if you would work up a landscaping plan for this berm. I'm not sure whether it should be a separate contract or included in some other work, I'll leave that to your best judgment. One person present at the meeting asked that he be consulted about the landscape design before we put it in place. I would appreciate it if you would either send us some preliminary plans for review that we could discuss with this individual, or have your designer come up with some preliminary plans so that we could discuss the landscaping with the interested person.

ELH/cr
cc R. N. Bothman
E. S. Hunter
Bill Tison

1 Versteeg ✓
Copy 5 Anderson
2 Christensen DDC
3 Olson
4 Sullivan DWS
Terpin
Trout
Wakerlig

Art ✓
Paul ✓
O.B.

RECEIVED
JUL 0 3 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Copy to Mark – for design

8873

1-205

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 24, 1979

Duane O. Christensen
Final Design Engineer

Precast Manhole Bases
NE Failing-NE Hancock
[redacted]

C. T. Keasey
Construction Engineer

A request has been made on the NE Failing St.-NE Hancock St. job to allow the use of precast bases on manholes up to 20 feet in depth. The project as let would use cast-in-place manholes or precast with cast-in-place base manholes as per our standards.

Several problems exist with the use of precast bases, that were not addressed with the submittal: (1) Additional care and work would be required to provide a firm and level foundation for the precast bases; and, (2) the submittal shows concrete placed in the bottom on the base after it is placed to form the channel between the pipes. It is not clear who is responsible for this extra work.

In addition, we would require that all manholes be 48 inches in diameter and that the steps be equally spaced as specified in AASHTO M-199.

We do see some problems, as mentioned above, which can be resolved. However, there does not appear to be a cost benefit to the State and we would recommend staying with the planned design. If you or Region can see some advantages, we are not opposed.

1 Versteeg ✓
Anderson
Christensen
Olson
2 Sullivan JWE
Terpin
Trout
Wakerlig

RECEIVED
MAY 24 1979
ROAD DESIGN SECTION

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Return To
Bring Up __/__/__
Action

DOC:ab
cc: Marion Craft, w/attach.
Bill Tison, w/attach.

In and Circulate

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
9250 N.E. Skidmore St.
Portland, Oregon 97220

FILE:

DATE May 11, 1979

PROJECT N. E. Failing-N. E. Hancock

HIGHWAY East Portaand Freeway

CONTRACT NO. 8893

BRIDGE NO. ______

TO: D. O. Christensen
Final Design Engineer
Salem

☒ TRANSMITTED HEREWITH

☐ UNDER SEPERATE COVER

☐ Reinforcing Steel
☐ Structural Steel
☐ Prestressed Beams
☐ Other Precast manhole bases for pipes 4 to 24" and 27 & 30 inch.

○ Handrail
○ Drains or Catch Basins

APPROVED: SHEET NOS. ______

APPROVED AS NOTED: SHEET NOS. ______

RETURNED FOR CORRECTION: SHEET NOS. ______

REMARKS: For your approval (5) copies drawing of precast manhole base for 27 & 30 inch pipe---(5) copies drawing of precast manhole base for pipes 4 through 24 inch. If the above is approved, a price agreement will be written to document the change in specification from cast in place bases to precast bases.

PLEASE SEND THIS OFFICE ____ COPIES OF CHECKED AND CORRECTED SHEET NOS. ______

cc: C. T. Keasey
Ed Hardt
file

M. A. T
Resident Engineer

RECEIVED
MAY 14 1979
ROAD DESIGN SECTION

____Versteeg____
____Anderson____
/ Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

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Bring ____/____/____
Action____

REFERRED TO
____Sward____Stoudenmeyer____
____Cole____Semple____
____Eriksen____Watson____
____Hager / Dorn____Leu____
[✓ Return] Discuss [✓ Do] File Copy Due____
BY FINAL DESIGN ENGINEER

5/16/79

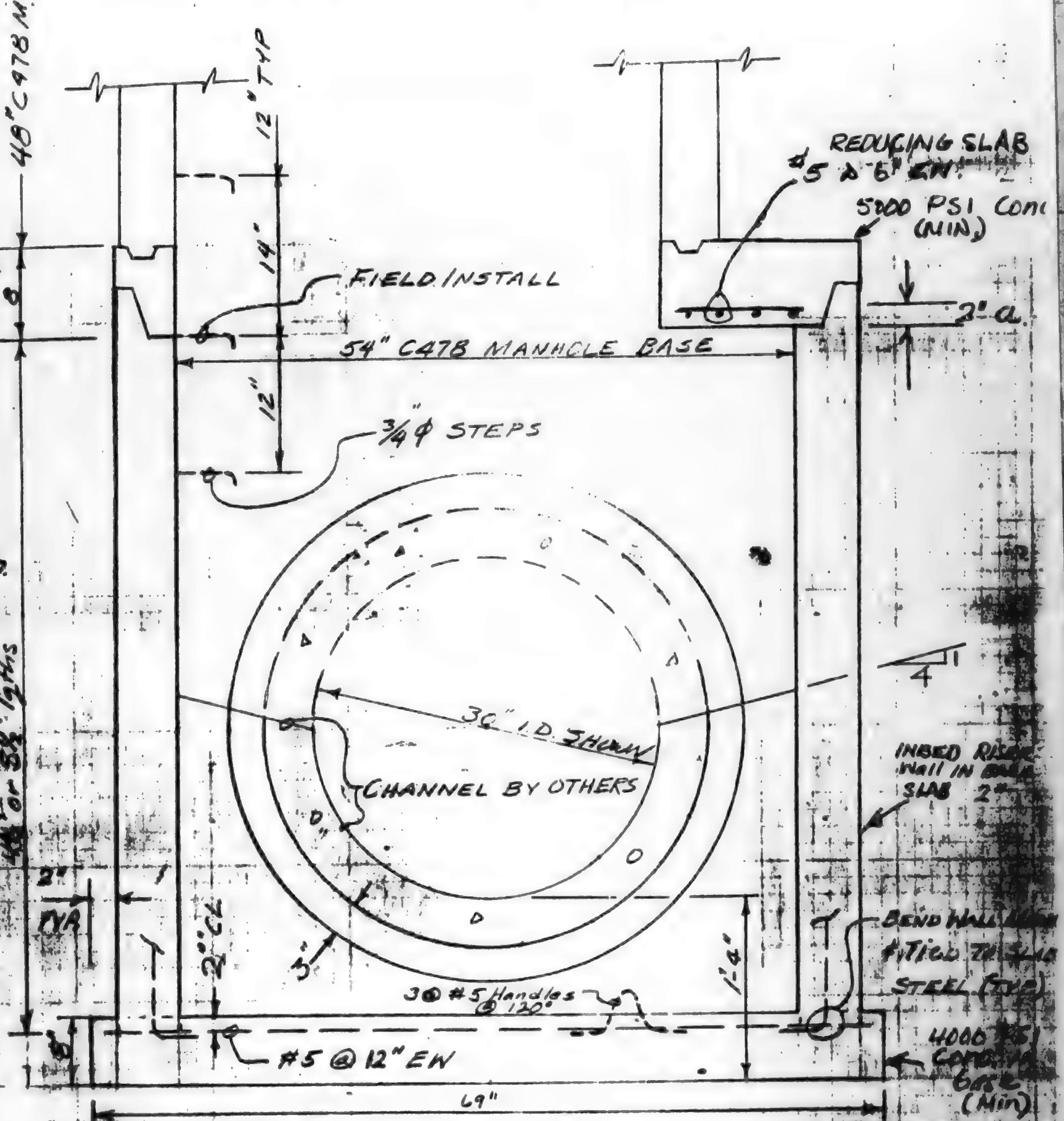
Dick

There is not enough detail to check these. If the supplier can ~~show~~ prove they work they could be acceptable if a cost advantage is given to the state.

John Tindall

PORTLAND CONCRETE P[illegible]
P. O. BOX 258
TUALATIN, OREGON 97062

Pipe 27,30 & 36


48" C478 M.H
12" TYP
REDUCING SLAB
#5 @ 6" EW
5000 PSI Conc (MIN)
8"
14"
FIELD INSTALL
2" cl
54" C478 MANHOLE BASE
12"
3/4 ϕ STEPS
4
1
30" I.D. SHOWN
CHANNEL BY OTHERS
INBED RISER WALL IN BASE SLAB 2"
2" TYP
2" CL
3"
1'-4"
BEND WALL [illegible] & TIED TO SLAB STEEL (TYP)
3@ #5 Handles @ 120°
#5 @ 12" EW
4000 PSI Conc. Base (Min)
8"
69"
44" or 58" lgths

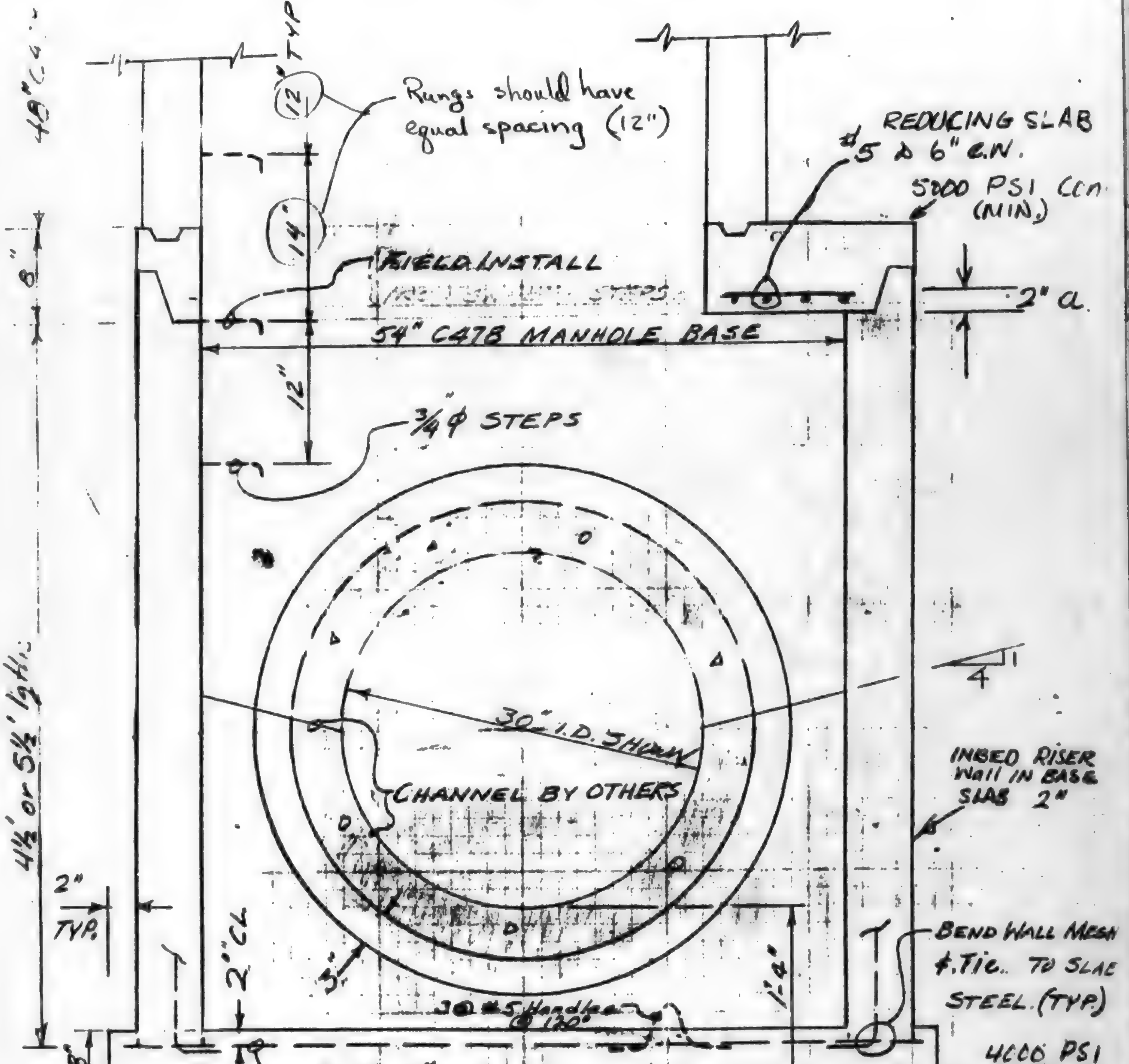
SECTION @ ℄

NOTE: MAX. DEFLECTION w/ PIPE RADIAL = ~65°

PRODUCTION DETAILS
PRECAST C478 MANHOLE BASE 54" I.D. - 27 & 30" PIPE

CML | 9/0/70 | Rev. 5-9-79 ELE | 1"=1-0

PORTLAND CONCRETE PIPE CO
P. O. BOX 258
TUALATIN, OREGON 97062


48" C4.. Min
12" TYP
Rungs should have equal spacing (12")
14"
8"
FIELD INSTALL
STEPS
54" C478 MANHOLE BASE
12"
3/4" ϕ STEPS
REDUCING SLAB
#5 @ 6" E.W.
5000 PSI Conc (MIN.)
2" CL.
4
1
30" I.D. SHOWN
CHANNEL BY OTHERS
INBED RISER WALL IN BASE SLAB 2"
4½' or 5½' lgths
2" TYP.
2" CL
3"
1'-4"
3 @ #5 Handles @ 120°
BEND WALL MESH & TIE TO SLAB STEEL. (TYP.)
8"
#5 @ 12" EW
4000 PSI Conc. in base (Min)
69"

SECTION @ ℄

NOTE: MAX. DEFLECTION W/ PIPE RADIAL = ~55°

PRODUCTION DETAILS
PRECAST C478 MANHOLE BASE 54" I.D. - 27 & 30 PIPE

CMC | 9/9/70 | Rev. 5-9-79 SCALE: 1" = 1'-0

9893

1-5

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 24, 1979

Duane O. Christensen
Final Design Engineer

Marion Craft
Region I Construction Engineer

Manhole Alternate Request
NE Failing-NE Hancock
~~East Portland Freeway~~

A request has been made by the contractor, Donald M. Drake, to change the design for concrete manholes 20 to 35 feet deep and concrete manholes over 35 feet deep. Submitted are Alternates 1 and 2 on Bid Items 55 and 56 concrete manholes. A considerable savings has been offered if either one of the alternates are accepted.

In order for the Structures Section to approve the changes requested by the contractor, it is necessary to have the calculations that were made for the design of their manholes. None of the drawings submitted were accompanied by any calculations, nor were they signed by a registered engineer. The name of Mr. Ed Egan of SPEC Pipe of Oregon, Ph. 638-4176, has been received as representing the company desiring to manufacture the manholes.

In summary, the "T" top manhole design appears desirable and considerable savings may accrue from its use. It is necessary, however, for design calculations to be submitted before it can be approved. Time is of the essence if approval is to be made for this contract.

Included is supporting data concerning the subject manholes and investigation made to date.

DOC:ab
cc: C. T. Keasey
J. M. Tindall
W. A. Tison
D. D. Dorn

RECEIVED
MAY 24 1979
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Christensen
Olson
2 Sullivan JWS
Terpin
Trout
Wekerlig

Do Not File ☐
Return To
Bring ___/___/___
Action

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 16, 1979

Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Mr. Dick Dorne

Dear Sir:

Enclosed is a copy of a report that briefly describes our "T" top manhole design development. I believe there is enough information contained in the report for evaluation by your organization. If there are any additional questions about our design, please contact me at telephone number 248-4108.

Very truly yours,

Steven L Barrett

Steven L. Barrett, P.E.
Engineer IV
Structural Engineering Design

SLB:lj

Versteeg ✓
Anderson
1 Christenson Don
Olson
Sullivan
Terpin
Trout
Wakerlig

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MAY 17 1979
ROAD DESIGN
SECTION

Dorn
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Action

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

A "T" top manhole is defined as a precast concrete pipe of 48" or more in diameter cut to accept a standard precast riser graft. The graft starts at the horizontal diameter of the pipe and continues, as required, toward the crown of the pipe. The graft is facilitated by extending the reinforcement in the cut section of pipe into the riser. (See Figures 1 and 2.)

The first model used in an attempt to analyze this complex structure was a finite element model which proved to require computer capabilities beyond our in-house facility. Use of the facilities at McDonnell Douglas-Long Beach was selected as an alternate. After some development work, it was demonstrated that use of this facility was uneconomical in terms of cost-benefit, even for long term use of the final results.

The American Concrete Pipe Institute was contacted to find any available design information it might have. We were advised that the current practice was to use the same class of pipe for the manhole chamber as required for adjacent sections of the sewer line. No design calculations were performed with the rationale being that the riser stiffens the pipe in the area of the hole more than the cutting of the hole weakens it. Experience in the field seemed to verify this assumption made by the American Concrete Pipe Institute. The representative of the Institute stated, "There was no record of problems with this procedure after installation of the pipe."

Since we were still concerned about finding a rational method of design that was useable in terms of time and cost, I decided to develop a conservative simplified model that would lend itself to rapid analysis. Instead of attempting to completely describe the total action of the completed structure, I decided to concentrate on the analysis of the pipe alone with the hole cut in it loaded by the soil mass and the manhole risers.

The model used can be described as follows: Consider a transverse section at the centerline of the riser. The section will be "C" shaped (See Figure 3).

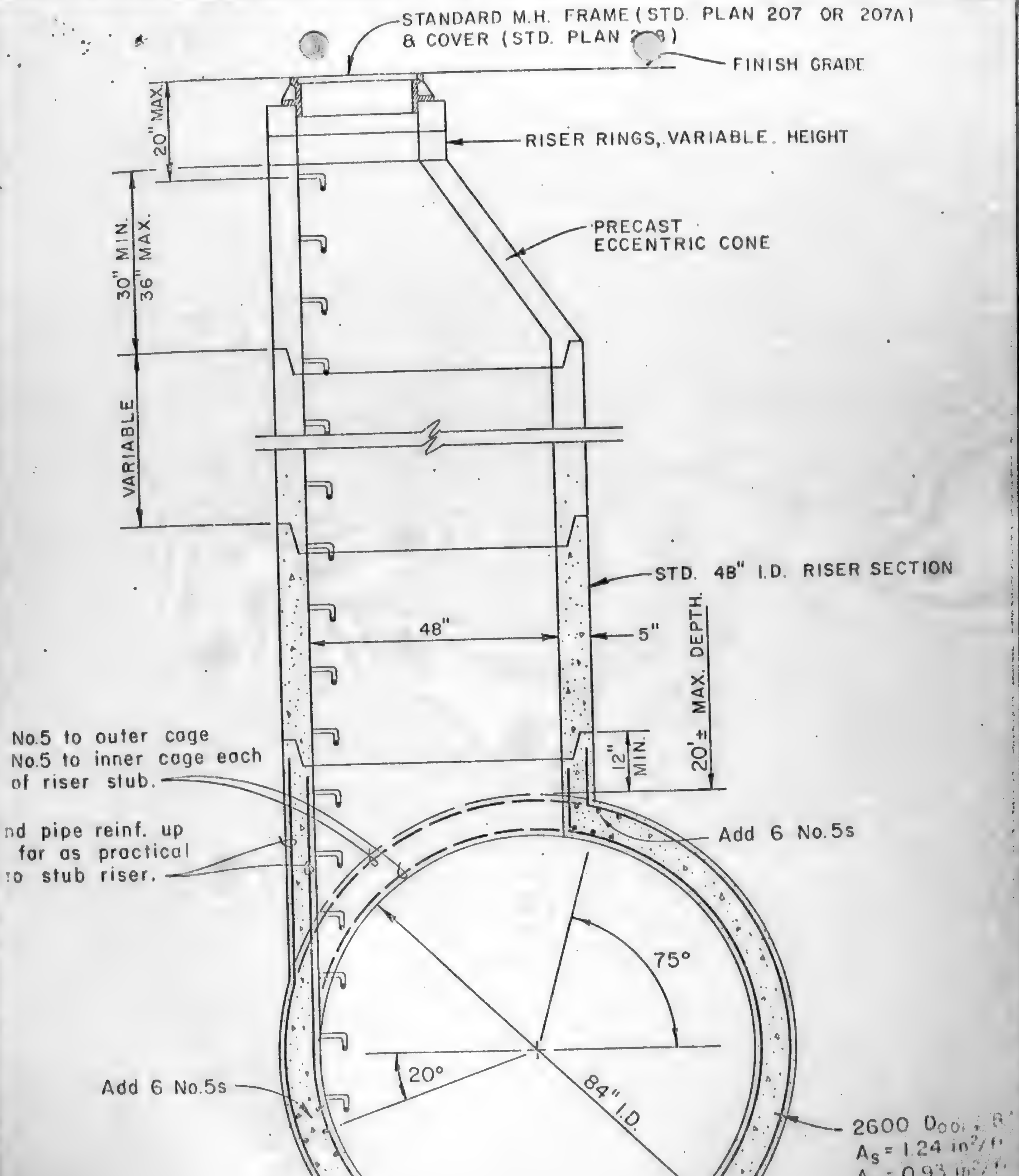

STANDARD M.H. FRAME (STD. PLAN 207 OR 207A)
& COVER (STD. PLAN 2 8)
FINISH GRADE
20" MAX.
RISER RINGS, VARIABLE. HEIGHT
30" MIN.
36" MAX.
PRECAST
ECCENTRIC CONE
VARIABLE
STD. 48" I.D. RISER SECTION
48"
5"
20'± MAX. DEPTH.
12" MIN.
No.5 to outer cage
No.5 to inner cage each
of riser stub.
nd pipe reinf. up
for as practical
to stub riser.
Add 6 No.5s
75°
20°
Add 6 No.5s
84" I.D.
2600 D
As = 1.24 in²/
As = 0.93 in²/
f'c = 5
fy = 60

Figure 1.

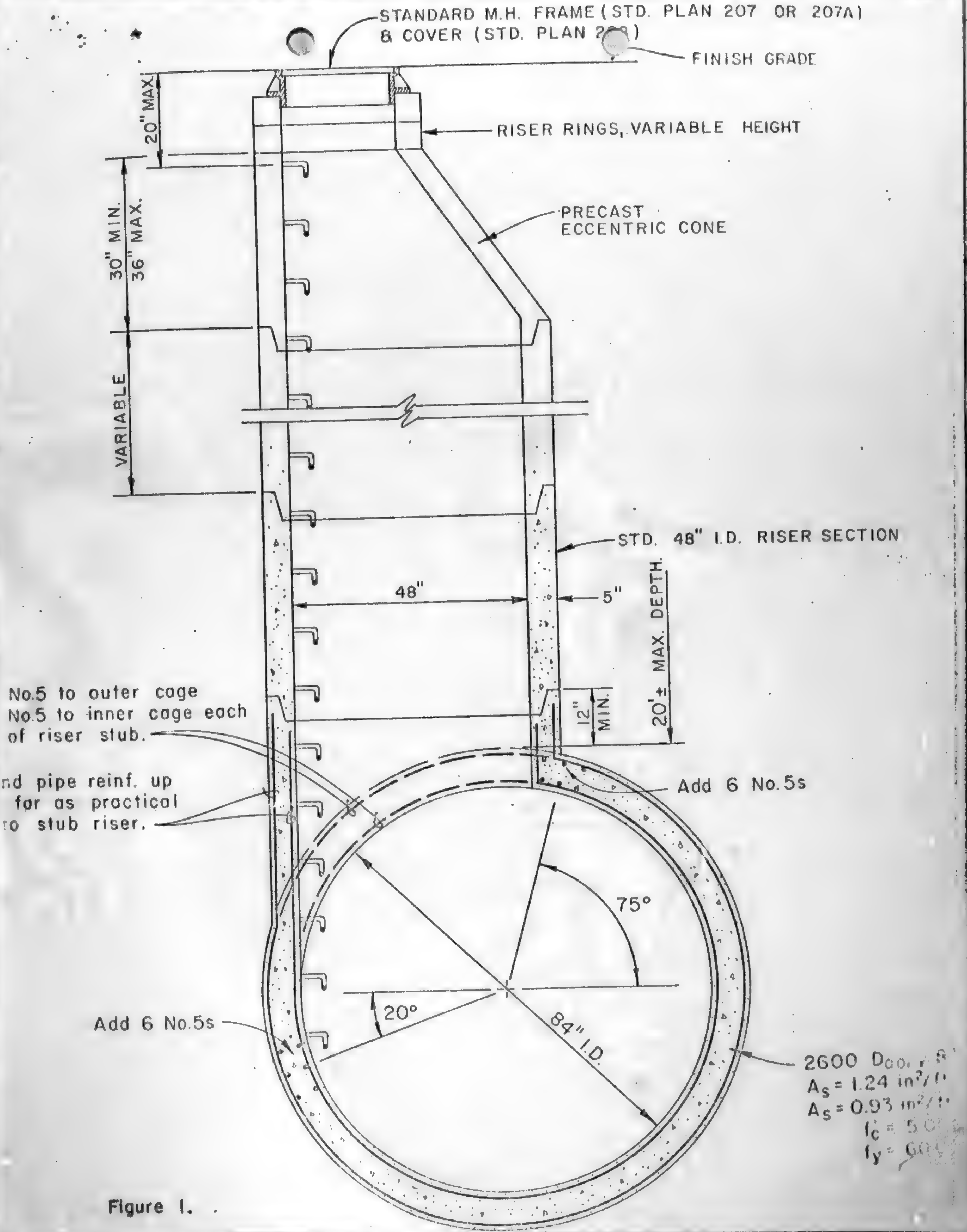
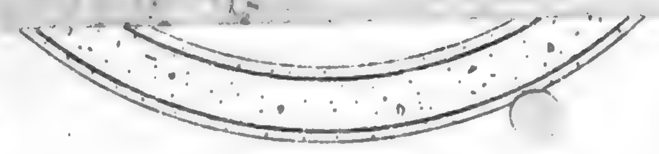

STANDARD M.H. FRAME (STD. PLAN 207 OR 207A)
& COVER (STD. PLAN 208)
FINISH GRADE
20" MAX.
RISER RINGS, VARIABLE HEIGHT
30" MIN.
36" MAX.
PRECAST
ECCENTRIC CONE
VARIABLE
STD. 48" I.D. RISER SECTION
48"
5"
20'± MAX. DEPTH.
12" MIN.
No.5 to outer cage
No.5 to inner cage each
of riser stub.
nd pipe reinf. up
far as practical
to stub riser.
Add 6 No.5s
75°
20°
84" I.D.
Add 6 No.5s
2600 D
As = 1.24 in²/
As = 0.93 in²/
f'c = 5
fy = 6

Figure 1.

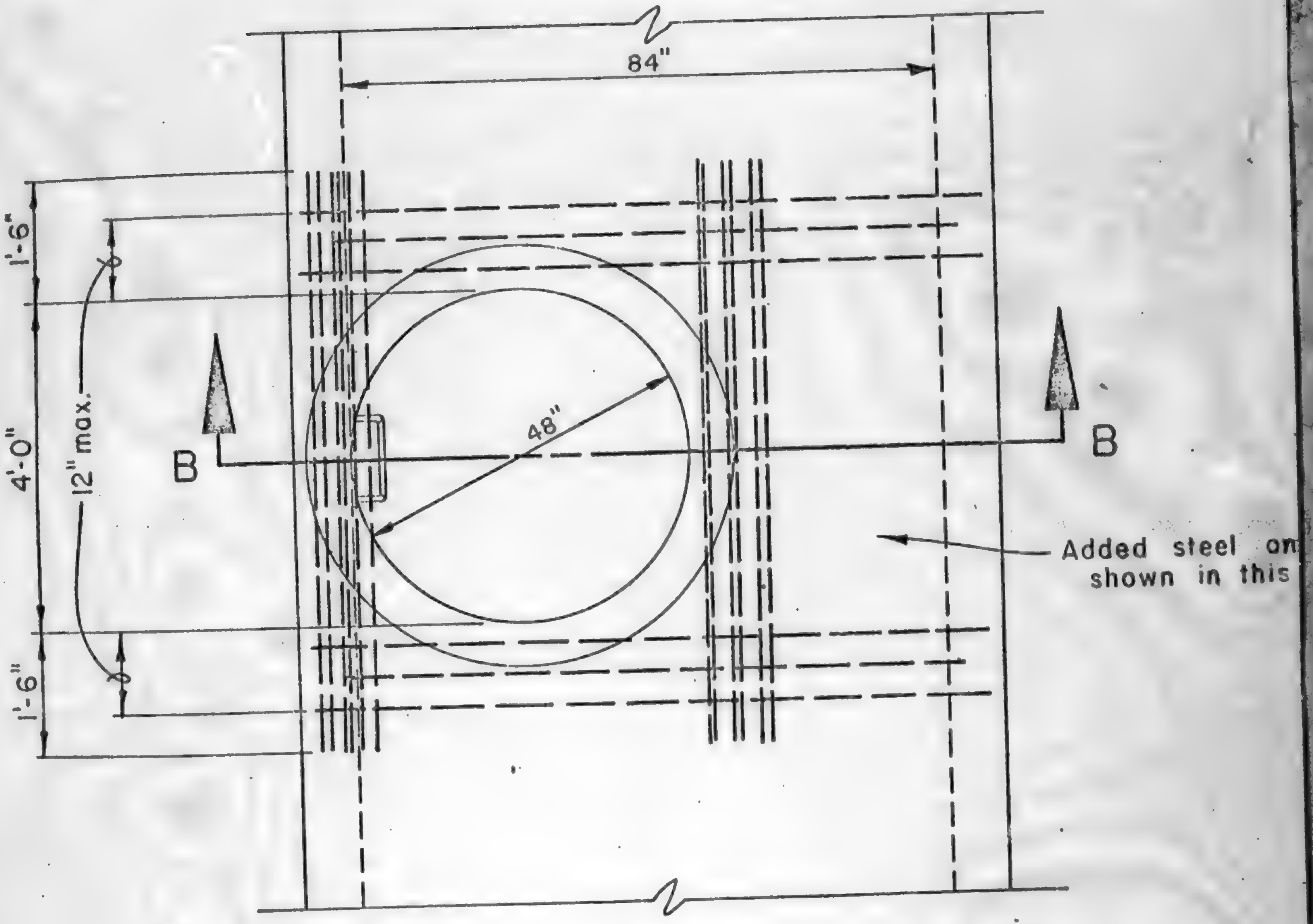
fy= 60



SECTION B-B

N.T.S.

84" T-TOP MANHOLE


84"
1'-6"
12" max.
4'-0"
48"
B
B
1'-6"
Added steel on
shown in this

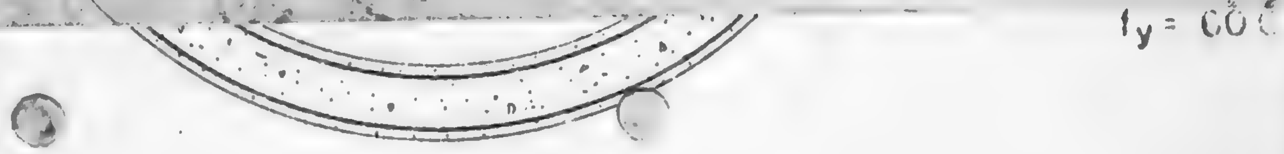
PLAN

N.T.S.

MANHOLES 1 & 2

SEE SHEET 2 & 3

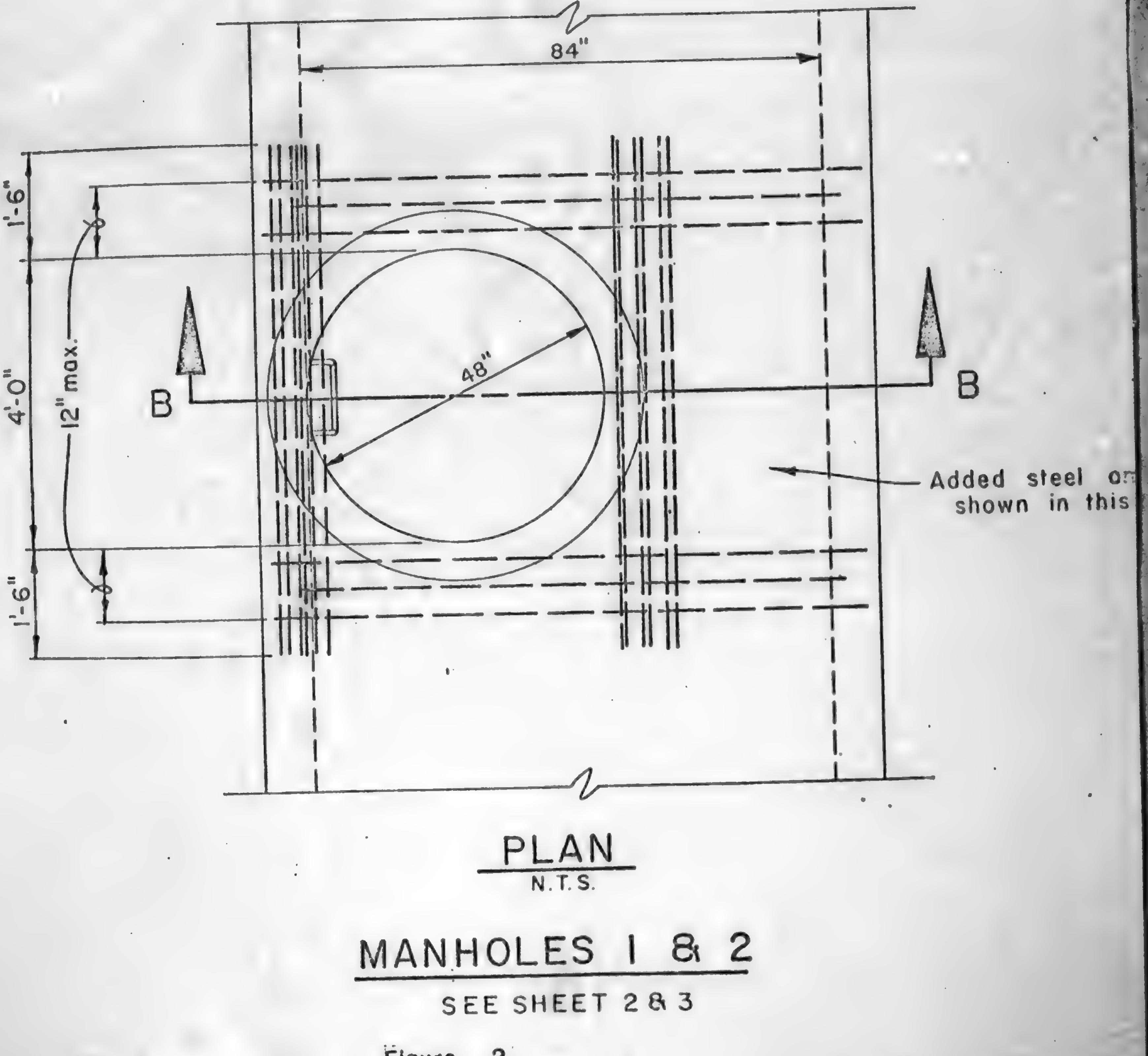
Figure 2..



SECTION B-B

N.T.S.

84" T-TOP MANHOLE


84"
1'-6"
12" max.
4'-0"
1'-6"
48"
B
B
Added steel on
shown in this

PLAN

N.T.S.

MANHOLES 1 & 2

SEE SHEET 2 & 3

Figure 2..

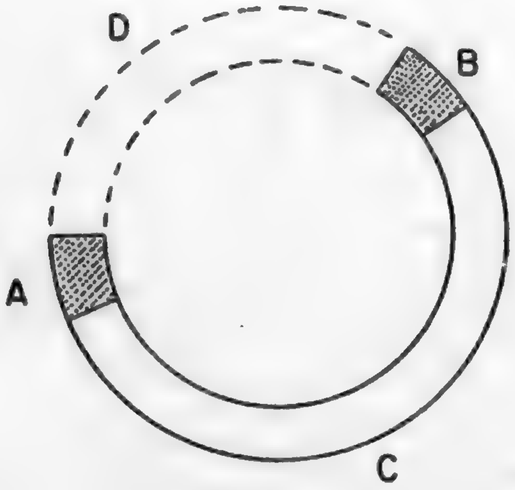


Figure 3.

If the shaded portions are considered supports, the section can be analyzed as an arch spanning A-C-B for loads imposed by the soil mass. The soil pressure distribution used in this case was a variation of that suggested by Orlander balanced considering the removal of A-D-B. A and B would actually have some rotational stiffness but were considered pins after comparison of the fully fixed and pinned conditions. The horizontal and vertical reactions developed at A and B were considered to be carried, in beam action to either side of the hole cut for the riser as well as part of the riser load (See Figure 4).

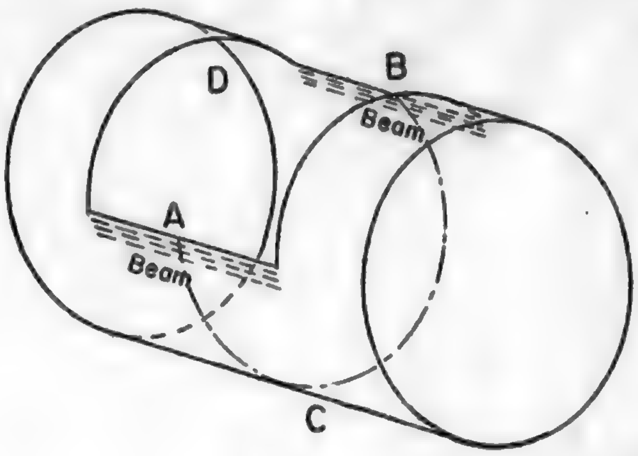


Figure 4.

At either side of the hole, the transverse section of the pipe is a complete ring which was considered to carry the loads imposed by soil pressure, the "beam" reactions, part of the riser load and dead load. This ring was also analyzed by the elastic center method obtaining shear, moment and thrust around the ring.

The ring was also analyzed by the elastic center method for another loading combination of soil load, dead load and any live load. This allowed selection of a section with adequate strength for performance as a complete pipe section which could be strengthened as required in the "C" section and around the hole.

The model gives no consideration for two way action in the region of the hole and neglects the complex fillets around the riser (the hole is idealized as rectangular). Nor is any consideration given to the stiffening effect of the riser connection. From the analytical work we have done, we believe this model is conservative giving required strengths well in excess of actual requirements.

Unfortunately, the actual test loading of a completed structure is not possible without actual field installation. From an economic standpoint, this makes it impossible for this organization to conduct a comprehensive test and evaluation program. This method of design has been in use for about three years and the only problem that has developed in its use has been with steel placement in some heavily reinforced sections around the hole. No performance problems have occurred in the sections installed to date.

The existing state of computer program documentation for this design model will not allow direct transmission from this office to your organization. However, if I can answer any further questions, please contact me at telephone number 248-4108. If this should generate interest in adapting our method for your use, subject to approval by our management, it would be possible for representatives of each organization to work together to produce useable programs and documentation.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
9250 N.E. Skidmore St.
Portland, Oregon 97220
May 2, 1979

FILE: CON 8893

FROM: W. A. Tison
W. A. Tison
Resident Engineer

TO:
D. O. Christensen
Final Design Engineer
Salem

SUBJECT: Manhole Alternate Request
N.E. Failing St. - N.E. Hancock St.
East Portland Freeway
Contract 8893

Attached herewith five (5) copies each of Alternates 1 and 2 change of manhole design as proposed by the contractor on the subject project, Donald M. Drake. Included also, a copy of their letter of transmittal to this office.

Apparently the proposal refers to Bid Item 55 & 56 Concrete Manholes 20 to 35 feet deep & Concrete Manholes over 35 feet deep respectively. The proposal does not indicate provisions for safety cable and lights as detailed on Sheet 2C-8 and Drawing 34059 but I have been told by the contractor that these items will be in accordance to the details shown.

Please review the drawings for possible use on the project.

Versteeg
Anderson
/ Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 0 3 1979
ROAD DESIGN SECTION

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WAT/pl

cc: C. T. Keasey
Ed Hardt
file

REFERRED TO
Beard
Cole
Eriksen
Hagey
Stoudenmeyer
Sample
Watson
Dorn
Lou
Return [✓ Discuss] [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

DRAKE

[illegible] NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS DEVELOPERS
AC 503 226·3991

May 1, 1979

Oregon State Highway Division
9250 N.E. Skidmore
Portland, Oregon 97220

Attention: William Tison,
Resident Engineer

Reference: OSHD Contract No. 8893
N.E. Failing St. - N.E. Hancock St.
(N. Banfield Interchange)

Subject: Manhole Alternates

Gentlemen:

We propose two alternates for the manholes on the 48" thru 84" diameter pipe. The details are for 48" and 72" pipe but 78" and 84" would be similar. These alternates include cast-in ladder rungs.

If Alternate 1 is accepted, a credit for 11 manholes can be allowed:

At 2,050 ea. = 22,550

If Alternate 2 is accepted, a credit for 11 manholes can be allowed:

At 1,520 ea. = 16,720

The manholes would be placed just behind or ahead of the angle point. The angle would be accomplished by a factory fabricated mitered piece.

We attach 5 copies of each of these alternates for your consideration. Your approval is respectfully requested.

Very truly yours,

DONALD M. DRAKE COMPANY

Lee Sowers

Lee R. Sowers
Project Manager

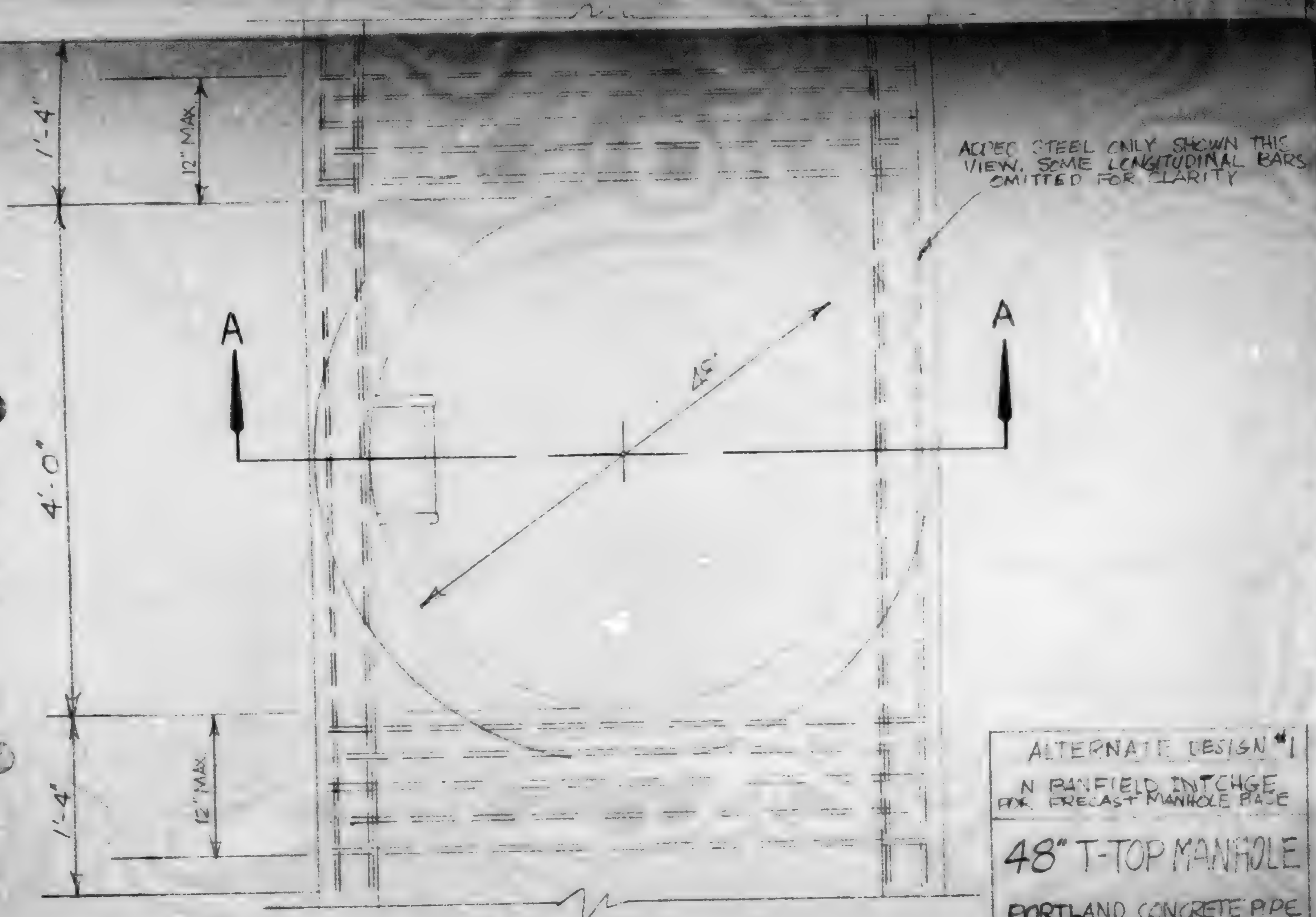
LRS:gg

Attachments

[illegible]

The alternate manhole designs proposed by the Donald M. Drake Co. for the subject project have been received. A cursory review of the designs reveals several obvious deficiencies in the designs. The vertical riser in Alternate No. 1 does not have adequate circumferential and vertical reinforcing steel. It will also be difficult to make changes in grade & alignment with the Alternate No 1 design. While Alternate No. 2 appears more desirable, it also has an obvious deficiency in reinforcing steel in the riser section. ~~It is believed~~ We believe that other deficiencies in reinforcement and in wall thickness will be found by analysis. If the contractor

~~with~~ wishes to pursue this, please have
him submit complete design calculations.
~~as prepared by an Engineer registered to
practice in the State of Oregon.~~


1'-4"
12" MAX.
4'-0"
1'-4"
12" MAX.
A
A
48"
ADDED STEEL ONLY SHOWN THIS VIEW. SOME LONGITUDINAL BARS OMITTED FOR CLARITY

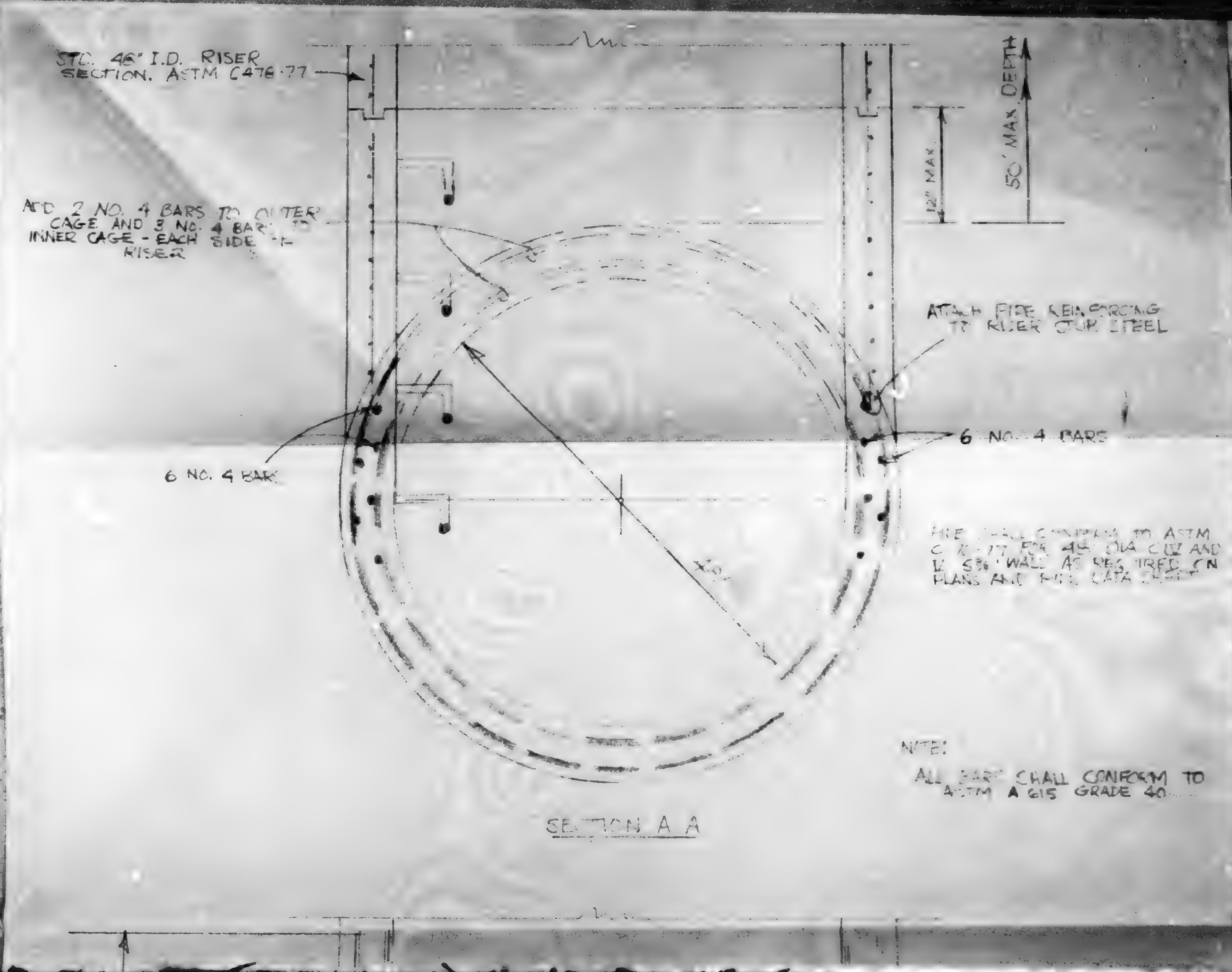
PLAN

ALTERNATE DESIGN #1

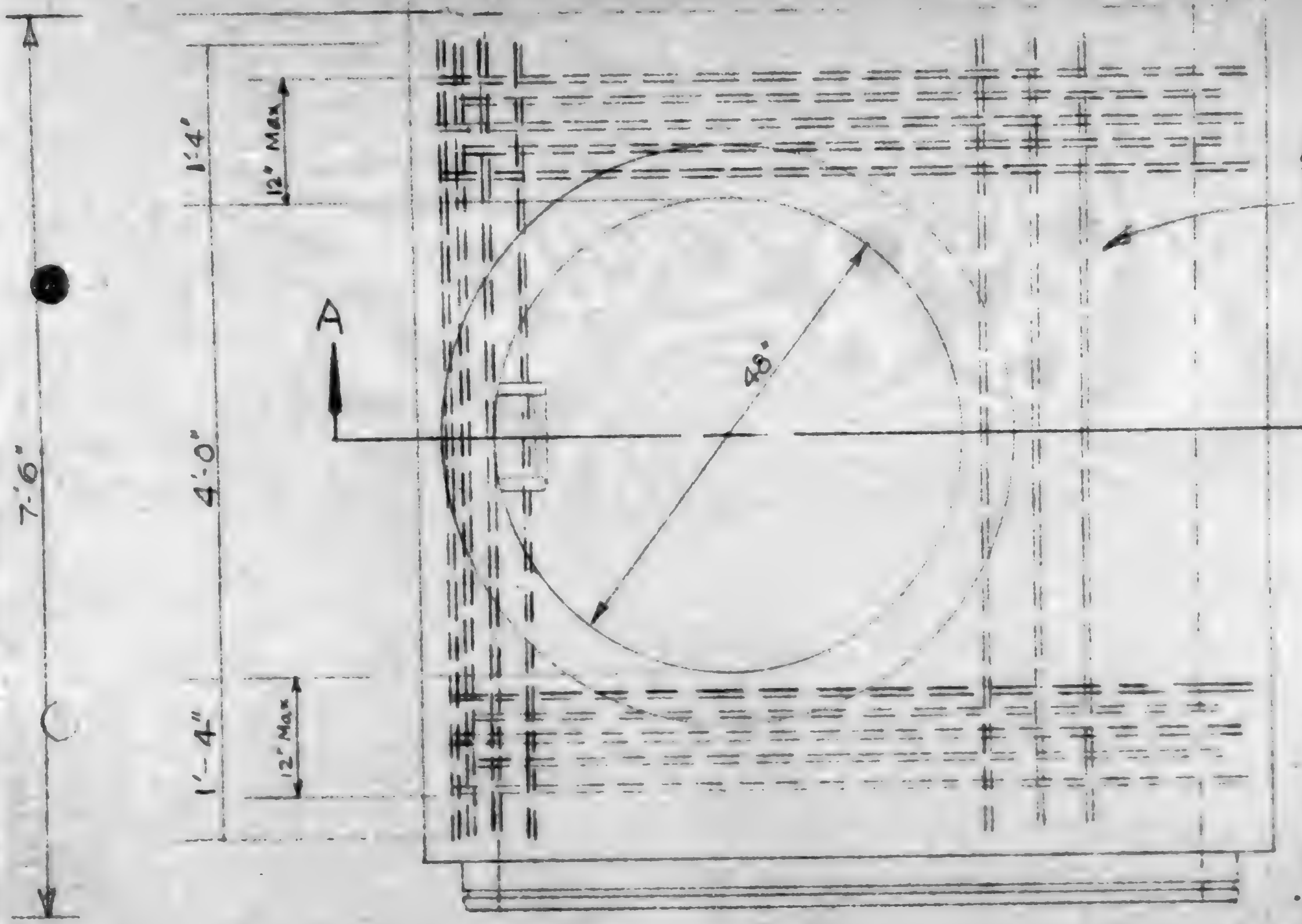
N BANFIELD INTCHGE
FOR PRECAST MANHOLE BASE

48" T-TOP MANHOLE

PORTLAND CONCRETE PIPE
DATE 4-15-79
Scale 1" = 1' ELE.
DRWG. NO. 4879


STD. 46" I.D. RISER SECTION. ASTM C478-77
ADD 2 NO. 4 BARS TO OUTER CAGE AND 3 NO. 4 BARS TO INNER CAGE - EACH SIDE OF RISER
12" MAX.
50' MAX. DEPTH
ATTACH PIPE REINFORCING TO RISER STUB STEEL
6 NO. 4 BARS
6 NO. 4 BAR
PIPE SHALL CONFORM TO ASTM C 76-77 FOR 48" DIA. CL IV AND V, 5¾" WALL AS REQUIRED ON PLANS AND PIPE DATA SHEET
NOTE:
ALL BARS SHALL CONFORM TO ASTM A 615 GRADE 40

SECTION A A


7'6"
1'-4"
4'-0"
1'4'
12" Max
12" Max
A
A
48"

ADDED STEEL ONLY SHOWN THIS VIEW. SOME LONGITUDINAL BARS HAVE BEEN OMITTED FOR CLARITY

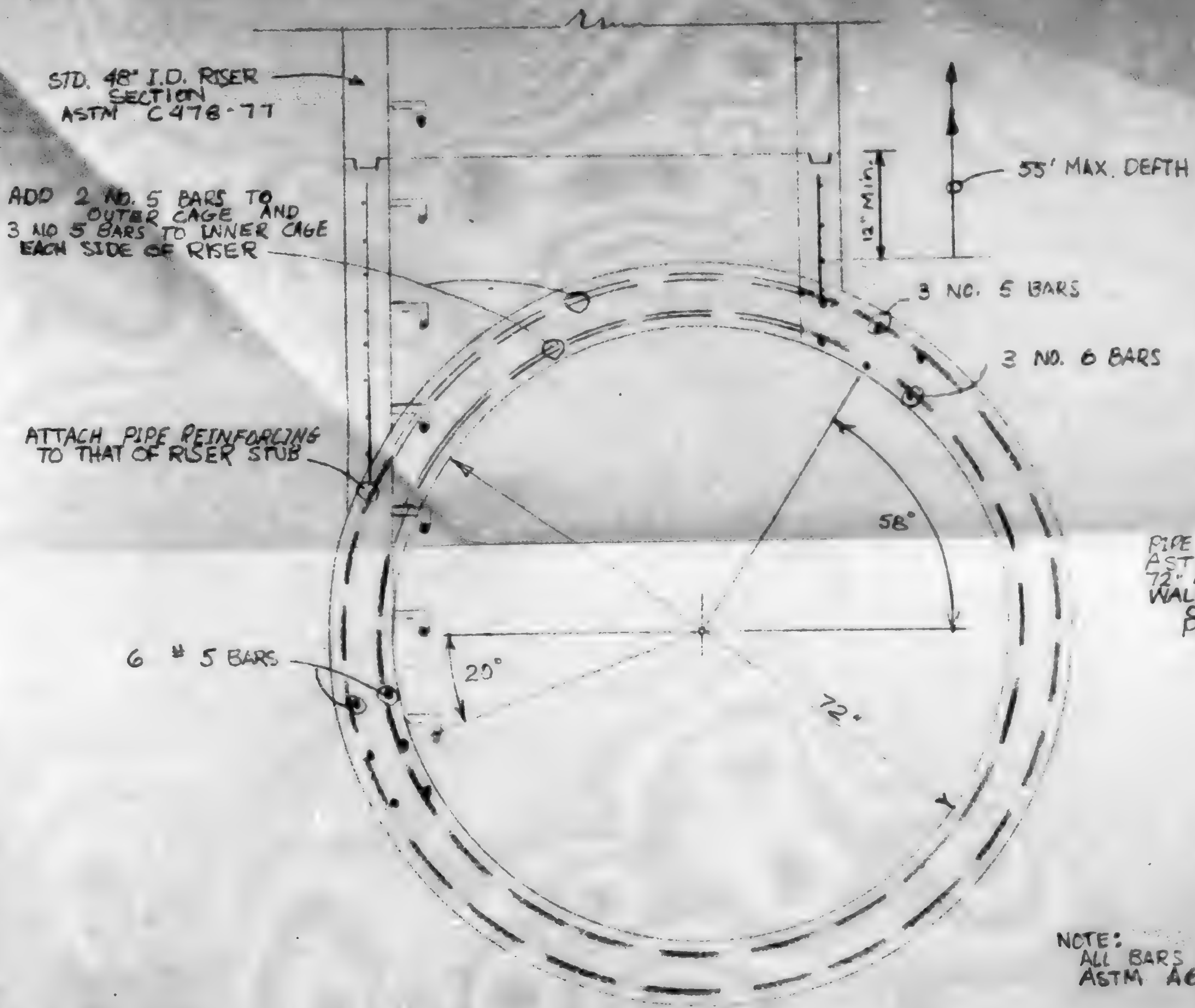
PLAN

ALTERNATE DESIGN #1

N. BANFIELD INTCHGE
PRECAST MANHOLE BASE

72" T-TOP MANHOLE

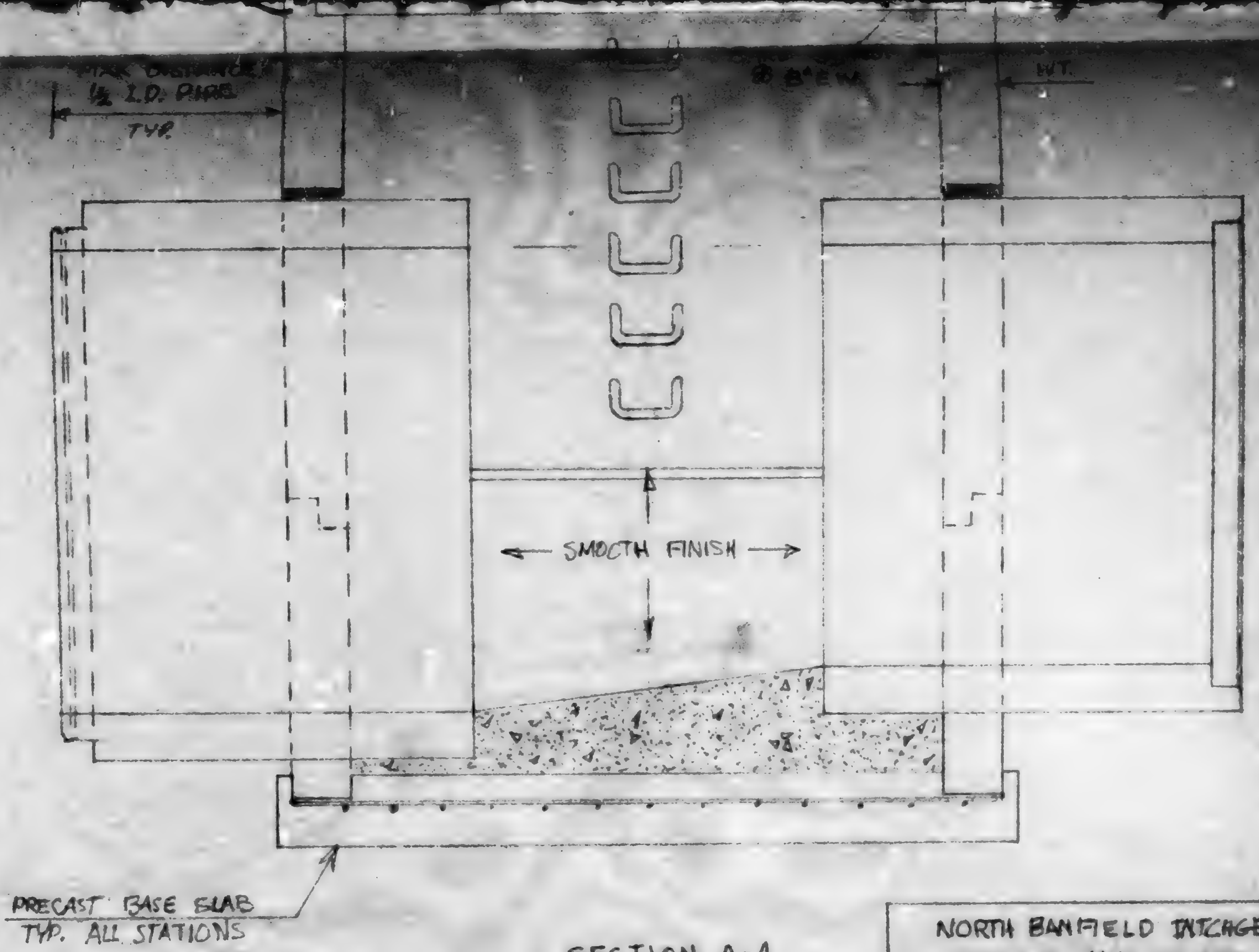
PORTLAND CONCRETE PIPE
DATE 4-17-79
Scale 3/4"=1' ELE
DRWG No. 7279


STD. 48" I.D. RISER SECTION ASTM C478-77
ADD 2 NO. 5 BARS TO OUTER CAGE AND 3 NO 5 BARS TO INNER CAGE EACH SIDE OF RISER
ATTACH PIPE REINFORCING TO THAT OF RISER STUB
6 # 5 BARS
12" Min.
55' MAX. DEPTH
3 NO. 5 BARS
3 NO. 6 BARS
58°
20°
72"

PIPE SHALL CONFORM TO ASTM C 76-77 FOR 72" DIA. C IV AND V 7¼" WALL AS REQUIRED ON PLANS AND PIPE DATA SHEET

NOTE:
ALL BARS SHALL CONFORM TO ASTM A615 GRADE 40

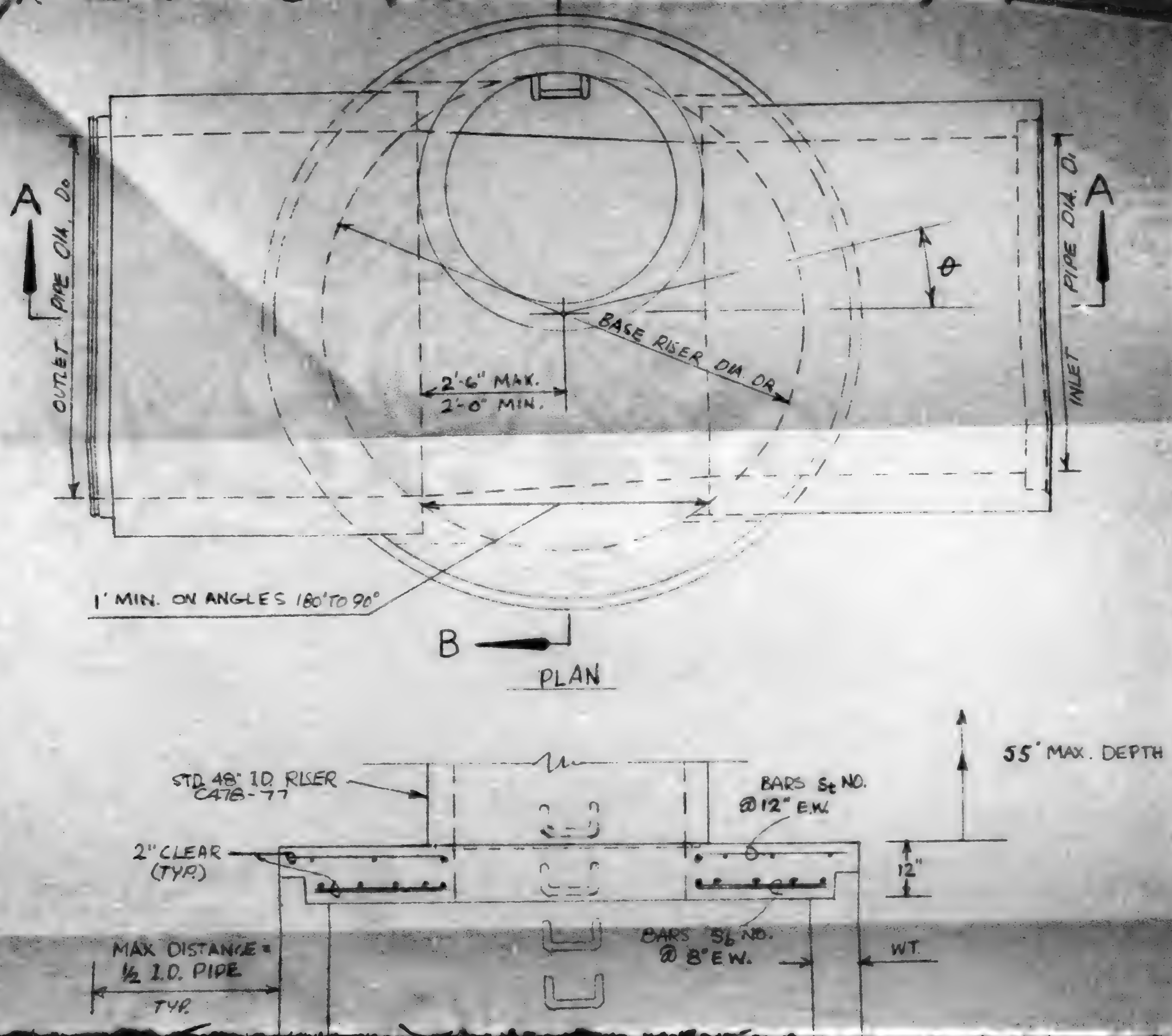
SECTION A-A

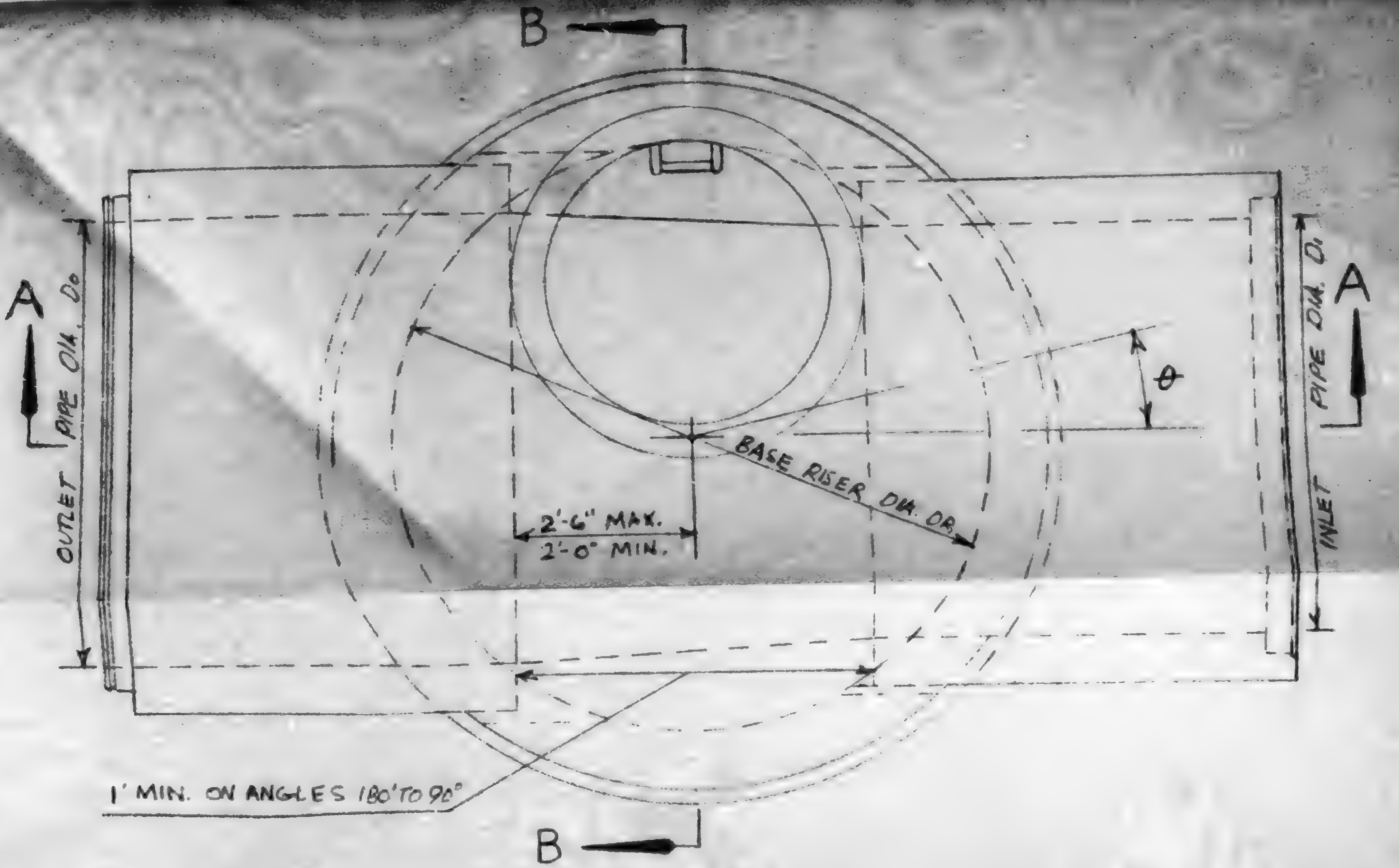

MAX DISTANCE
1/2 I.D. PIPE
TYP.
@ 8" E.W.
W.T.
SMOOTH FINISH
PRECAST BASE SLAB
TYP. ALL STATIONS

SECTION A-A

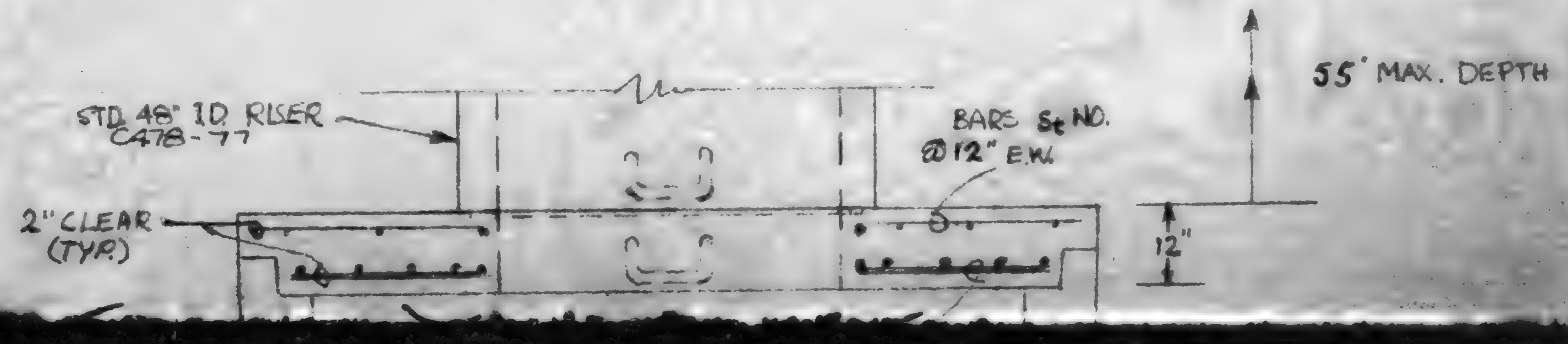
NORTH BANFIELD INTCHGE
PRECAST MANHOLE BASE
ALTERNATE DESIGN #2

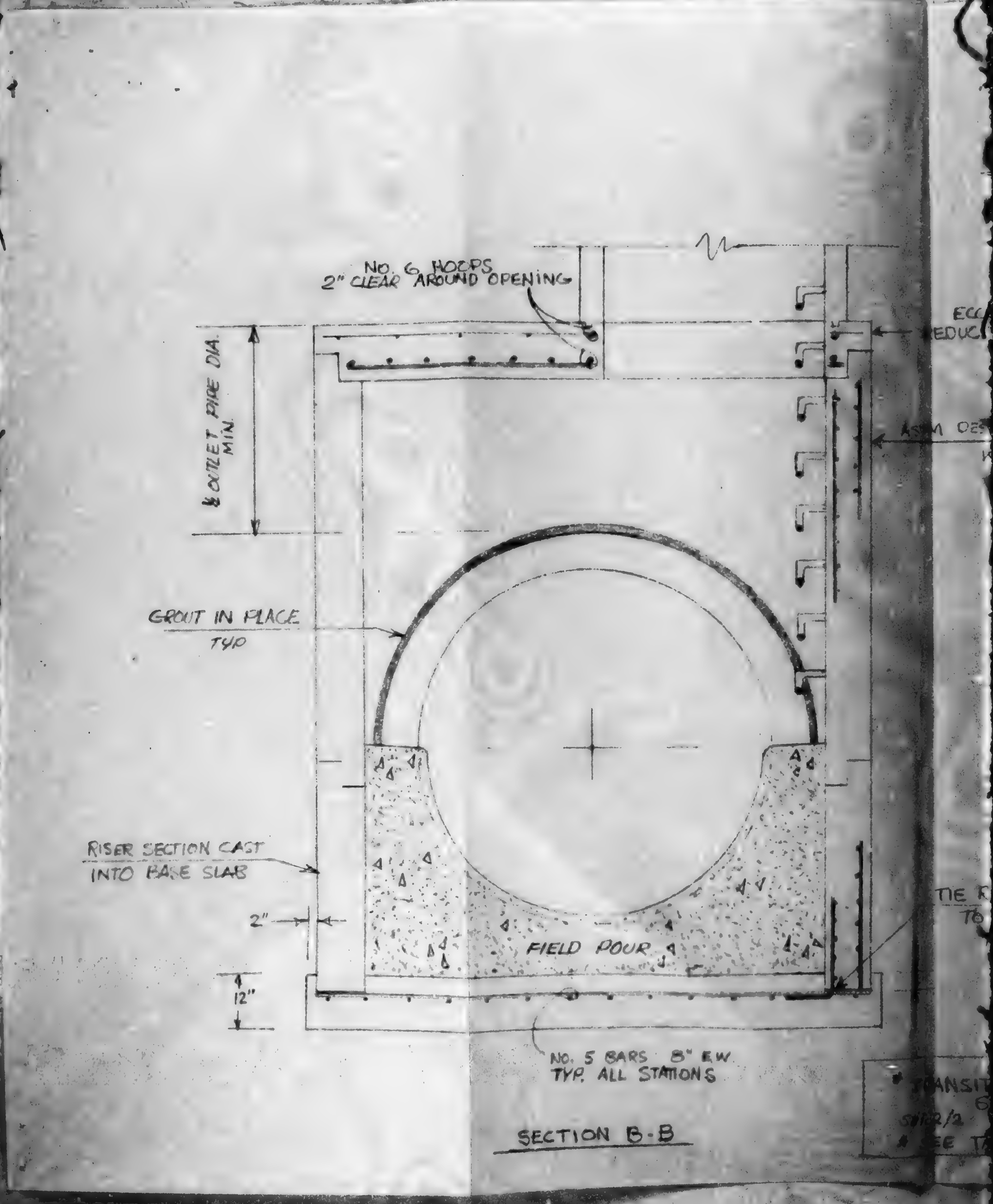
* TRANSITION MANHOLE SHOWN
STATION 233+40
SHT. 1/2 Scale 1/2" = 1' ELE.
* SEE TABLE FOR STATION REQUIREMENTS


A
OUTLET PIPE DIA. Do
A
PIPE DIA. Di
INLET
θ
BASE RISER DIA. DR
2'-6" MAX.
2'-0" MIN.
1' MIN. ON ANGLES 180° TO 90°
B
PLAN
55' MAX. DEPTH
STD. 48" I.D. RISER
C478-77
BARS St NO.
@12" E.W.
2" CLEAR
(TYP.)
12"
BARS Sb NO.
@ 8" E.W.
WT.
MAX DISTANCE =
½ I.D. PIPE
TYP.


B
A
OUTLET PIPE DIA. Do
A
PIPE DIA. Di
INLET
θ
BASE RISER DIA. DB
2'-6" MAX.
2'-0" MIN.
1' MIN. ON ANGLES 180° TO 90°
B

PLAN


55' MAX. DEPTH
STD 48" ID RISER
C478-77
BARS St NO.
@12" E.W.
2" CLEAR
(TYP.)
12"


NO. 6 HOOPS
2" CLEAR AROUND OPENING
ECC
REDUC
℄ OUTLET PIPE DIA. MIN.
ASTM DES
K
GROUT IN PLACE
TYP
RISER SECTION CAST
INTO BASE SLAB
2"
12"
FIELD POUR
NO. 5 BARS 8" E.W.
TYP. ALL STATIONS
TIE R
TO
TRANSIT
6
SPIR/2
* SEE TA

SECTION B-B

GENERAL NOTES:

1.) 5000 PSI. CONCRETE REQUIRED IN FIELD POURED CHANNEL AND PRECAST BASE SLAB

2) BARS TO CONFORM TO ASTM A615 GRADE 40

3) 6000 PSI CONCRETE REQUIRED IN ECCENTRIC REDUCING SLAB.

ECCENTRIC REDUCING SLAB

ASTM DESIG. C76-77 CLASS III

WALL C

STATION	θ	OUTLET PIPE D_o	INLET PIPE D_i	BASE RISER		REDUCING SLAB		
				DR	WT	FT. cover	Sb	St
233+40	3°	78"	72"	102"	10¼"	46	6	4
235+55	90°	48"	48"	84"	8¾"	46	6	4
238+45	132°	48"	48"	78"	8¼"	56	5	3
243+80	123°	48"	48"	84"	8¾"	53	6	4
242+25	—	48"	—	78"	8¼"	7	4	—
[illegible]41+00	132°	72"	72"	102"	10¼"	28	5	—
250+90	169°	72"	72"	102"	10¼"	24	5	—
25[illegible]+25	5°	72"	78	102"	10¼"	28	5	—

TIE RISER STEEL TO BASE MAT

* TRANSITION MANHOLE SHOWN
STATION 233+40
SHT. 2/2 Scale ½"=1' ELE
* SEE TABLE FOR STATION REQUI[illegible]MENTS

NORTH BANFIELD INTCHGE
PRECAST MANHOLE BASE
ALTERNATE DES[illegible]N #2

8893 1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
9250 N.E. [illegible]more St.
Portland, Oregon 97220

FILE: CON 8893

May 14, 1979

FROM: W.A. Tison
W. A. Tison
Resident Engineer

TO:
J. H. Versteeg
Head of Engineering
Salem

Attention: Lyle Watson

SUBJECT: Embankment Foundation
N.E. Failing St. - N.E. Hancock St.
[redacted]
Contract 8893

I Christensen

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 16 1979
ROAD DESIGN SECTION

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Action

This office has received the sketch of the area Stations 257 - 262 indicating possible embankment foundation excavation will be needed to stabilize the original ground prior to placing embankment for the walls leading to the jail ridged frame structure.

Excavation under the structure has been placed by the North Banfield 102nd Avenue Structure contractor, R. A. Heinz, over the original ground in this area as follows:

257+00	25.7 feet at centerline
258+00	21.0 feet at centerline
259+00	7.8 feet at centerline
260+00	2.0 feet at centerline
261+00 & Ahead	Original ground

Our inspectors watched the placement of this fill and have advised me that the original ground in this area was stable. On this basis and because so much fill had already been placed, it was decided to make exploratory excavations in the area.

Four test holes were excavated between Station 260 & 261 with a D-8 dozer. All excavations were made into the ground seven feet deep. The excavated material was hard & difficult for the dozer to excavate. The operator used a ripper tooth to loosen up the material in all areas. The material removed ranged from dry clay to clay & rock mixed. Sand was encountered at the bottom of the excavations. At this time I do not recommend subexcavation of the area. We will route the hauling equipment over the area in the construction of the embankment to the right and continue to watch for the development of any weak area.

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen I Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

WAT/pl

cc: C. T. Keasey
Ed Hardt
file

Copy to Jack Davis in Bridge

8893

1-205

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

DATE: April 3, 1979

TO: J. H. Versteeg
Road Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
N.E. Failing-N.E. Hancock Section
~~E. Portland Freeway~~
Multnomah County

In March, the Federal Highway Administration advised us that they will not participate in the cost of reinstalling the existing sign bridge at the Banfield Freeway at the 102nd Avenue off-ramp. Our position concerning this matter is still as set forth in the February 20, 1979 letter to the Federal Highway Administration from Scott Coulter, in that we want the sign bridge reinstalled even though the Federal Highway Administration will not participate in the cost estimated to be \$5,700.

Bid was \$12,000.00 plus approx \$675.00 yd^3 for footing replacement
WGB

L. E. George
Traffic Engineer

DKH:cs

REFERRED TO
2 Beard WGB Stoudenmeyer
Cole Sample LW
Eriksen 1 Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen DD
Olson
Sullivan
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Wakerlig

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APR 0 4 1979
ROAD DESIGN SECTION

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8823 8

DEPARTMENT OF JUSTICE

Memorandum

TO: Gary Inloes
EEO & Labor Compliance Coordinator

DATE: March 30, 1979

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

SUBJECT: Bid Proposal on North Banfield Interchange Section, East Portland Freeway of Donald M. Drake Company.

Copy
LEG 8

Special provisions in the contracts govern over any form that is set forth in a bid proposal. The contractor that is low bidder on this particular job did not fill in the bid item number or the bid item name on the contracts with Minority Bid Enterprises. This is not a sufficient deviation from the requirements of a contract to put them in nonconformance with the specifications. In order for them to be in nonconformance with the specifications, the specifications would have to provide that if the form relating to soliciting subcontract bids from Minority Enterprises is not filled out exactly as specified, then your proposal will not be considered responsive or your proposal will be rejected. Absent this language it is my opinion that the bid proposal of Donald M. Drake Company can be accepted.

However, I should advise you that on any subcontracts that they propose they will have to document contracts with Minority Business Enterprises for bid items that are involved with each particular subcontract.

JLS:sjb

cc: ✓E. S. Hunter
Jerry Wimer
C. W. Head

NOTED
E. S. HUNTE

RECEIVED
TECHNICAL SERVICES
MAR 30 '79
REFER TO
FOR
Info Invest R/D D/R Sign Act File

8893

8

March 2, 1979

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 46993-A
I-205-7(8)311
N. E. Failing St.-N.E. Hancock St.
(North Banfield Interchange)
East Portland Freeway
I-205-7(67)312

Attached is a copy of a Permit of Entry on the above subject file for the above subject contract. This Permit of Entry gives us the rights that you requested in your Letter of Approval and/or Authorization PR 1240 issued 2-2-79.

JBB:ob
Attachment
cc - Ed Hardt
Duane Ridings
Jim Chidsey
bc - F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. Skoog

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR

MAR 5 '79

REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

8823

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 1, 1979

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project I-205-7(67)312
Failing-Hancock Section
E. Portland Freeway
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Reference is made to your February 20, 1979, memorandum regarding the existing sign bridge at Station 347+75 on the Banfield Freeway. You mentioned the relocated cantilever at Station 343+50 for a new exit breakpoint sign. This is reflected in the revised plan and is definitely needed.

Numerous sign messages at a single location contribute to driver confusion and could account for increased accident frequency. I believe the signing would be more effective without the sign bridge.

For Federal-aid purposes, please consider the cost of reinstalling the sign bridge as non-participating. Cost accounting for this work should be identified accordingly.

G.K. Horner
for G. L. Green

cc:
L. E. George (OSHD)
D. O. Christensen (OSHD)

RECEIVED
STATE HWY ENGR
MAR - 2 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

orig to

cy Hunter

GENERAL FILES

DATE: February 20, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project I-205-7(67)312
Failing-Hancock Section
E. Portland Freeway
Multnomah County
HFO.6-OR

It appears that the permanent signing plans discussed at the plans-in-hand review for the N.E. Failing Street - N.E. Hancock Street (North Banfield Interchange) Section of the East Portland Freeway Project did not reflect two items.

The first is that an existing cantilever sign support in the vicinity of Engineer Station 335+00 was to be relocated to Engineer Station 343+50 to form a permanent breakpoint sign. This was omitted from the plans in the Traffic Section, and I assume from those available at the plans-in-hand review.

The sign bridge was to be reinstalled to add emphasis to the off-ramp. This location had traffic safety problems, and as a result, special signing treatment had been required over the years. Fatalities had occurred involving the columns in the gore area.

As estimate of the cost of reinstalling this sign bridge is $5,700.00. This is broken down into $3,175.00 material (12.7 cubic years of concrete forms, reinforcing, etc.) and $2,525.00 for labor, painting and crane rental.

In summary, permanent signing will be installed at the new breakpoint location and the reinstalled sign bridge will clarify the off-ramp location with a down arrow. The bridge will also support the "ONE MILE" advance sign for 122nd Avenue. This added delineation to a historically troublesome off-ramp is necessary for improved safety.

GLC:mac cm
bc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
J. H. Versteeg
L. E. George
E. L. Hardt

GENERAL FILES

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 2, 1979

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project I-205-7(67)312
Failing-Hancock Section
E. Portland Freeway
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

One of the items discussed at the Plans-in-hand review of this project involved the sign bridge at Station 347+75 on the existing Banfield Freeway. This structure will be removed for ramp construction and the signs relocated.

It was suggested the designed temporary location of signs would improve operations, increase safety aspects and appearance and, therefore, they should remain permanently located as such. This would allow complete removal of the existing sign bridge. Please implement that change in the final PS&E plans for bidding purposes.

G.K. Horner
for G. L. Green

cc:
D. O. Christensen (OSHD)
L. E. George (OSHD)
E. S. Hunter (OSHD)

RECEIVED
TECHNICAL SERVICES
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REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
FEB -6'79
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

8893

1-205-39-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 7, 1979

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: SPECIAL PROVISIONS FOR
N.E. FAILING ST.-N.E. HANCOCK ST.
(N. BANFIELD INTCHGE.) SECTION

TO: J. H. VERSTEEG
Head of Engineering

ATTN: JACK SULLIVAN

Page 69 and 70 of the special provisions for the subject project contain the discussion about the removal of the existing illumination installation. Unless otherwise noted this material becomes the property of the contractor after salvage. Contrary to this we would like to retain possession of this material as it is valuable for replacement purposes. I'm assuming that you will be puting out an addendum letter for the proposal for this project and I would like Section 650 modified to state that the illumination equipment remains the property of the State and should be delivered in its entirety to the State's stockpile yard at 101st and Marx Street. I apologize for not getting this information to you prior to release of the contract for bidding but the specs arrived in our office for review only two days before the advertising date.

ELH/gw
CC: Bill Tison
Jerry Street
Maury Payne

L Versteeg ✓
___ Christensen
___ George
___ Olson
___ Terpin
JS Sullivan JWS
___ Scott
___ Anderson

RECEIVED
FEB 0 9 1979
ENGINEERING SECTION

___ Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Art ✓
Paul - fcb copy
o.b.

8893

80N

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

(Engineering Services)

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

February 6, 1979

Department of Transportation
Metropolitan Branch
5821 N.E. Glisan St.
Portland, OR 97213

Attn: Mr. Gary Kenney

Re: Inverness - Unit No. 8 Sanitary Sewer Crossing I-80N at 102nd Ave.

Dear Sirs:

Returned herewith is signed acceptance to the route change for the Sanitary Sewer described in Agreement No. 6110.

Very truly yours

Oliver J. Domreis
County Engineer

Eug P. DiLoreto

Eugene P. DiLoreto
Asst. Engineer

EPD:ms

Encls.

REFERRED TO dmf
Beard ✓ Staudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lee
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
✓ Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
FEB 13 1979
ENGINEERING SECTION

Trout
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Action

XC: Jack Cartwright w/orig signed letter
Don Staudenmeyer w/copy of letter

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8254

January 26, 1979

EUGENE DILORETO, Assistant Engineer
Multnomah County
Division of Public Works
2115 S.E. Morrison
Portland, OR 97214

The county-state agreement No. 6110 dated October 6, 1977, providing the county with a sanitary sewer crossing of I-205 and I-80N will have to be revised. Due to difficulties with UPRR, we will be unable to occupy the railroad overcrossing structure, as originally planned.

A new route over an access bridge will be our only practical alternative. This new route appears to be less circuitous than the original proposal. Our estimate for this work remains less than $40,000.

Enclosed are construction plans showing this proposal. Would you please review this with the appropriate county official and if this change is agreeable with Multnomah County, please execute two copies of this letter in the space provided below and return both copies to this office.

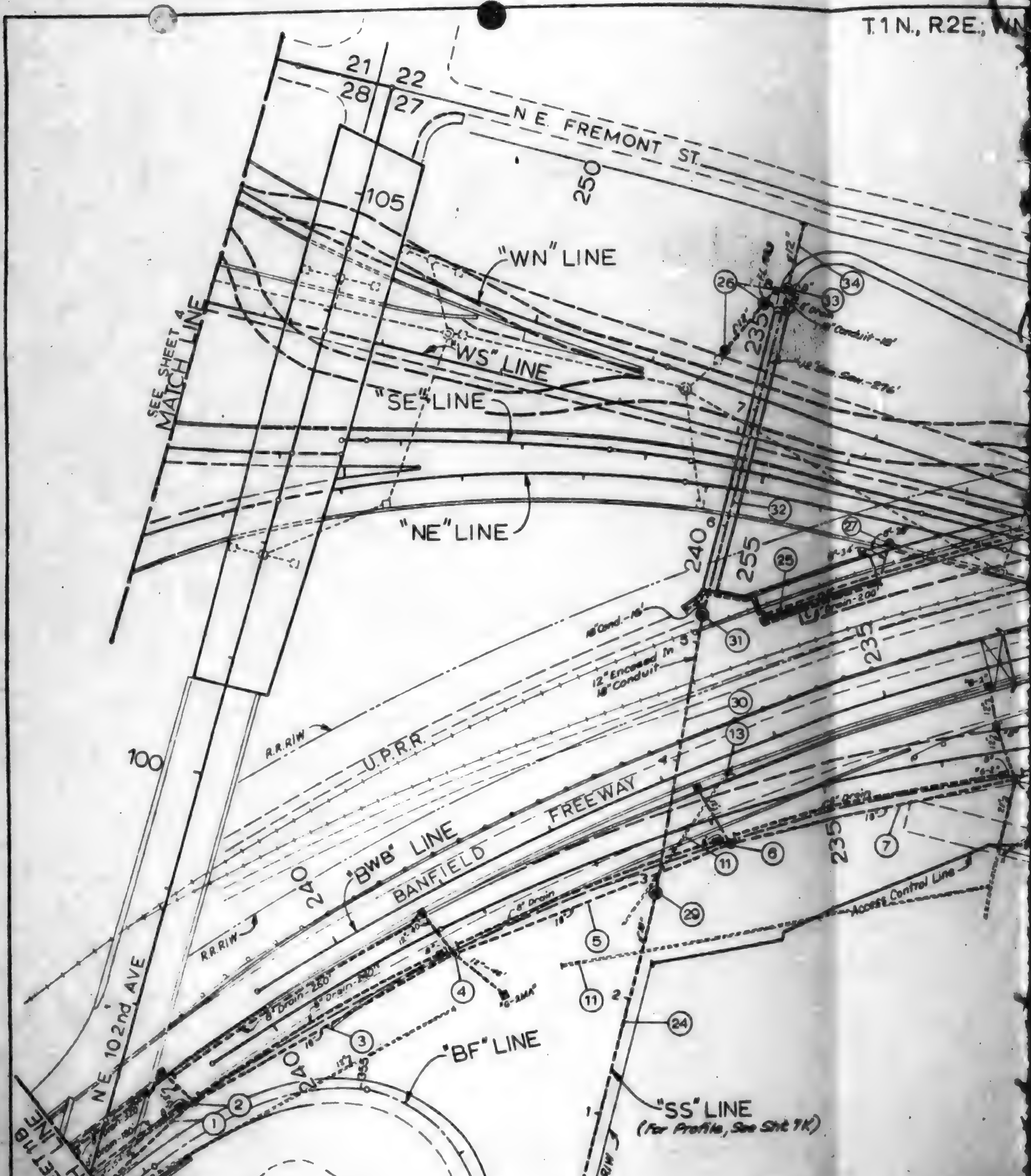
Gary Kennen
GARY KENNEN
Metro Utilities Engineer

MULTNOMAH COUNTY
by and through its
Board of County Commissioners

By: Oliver J. Domreis
Oliver J. Domreis
County Engineer

pq

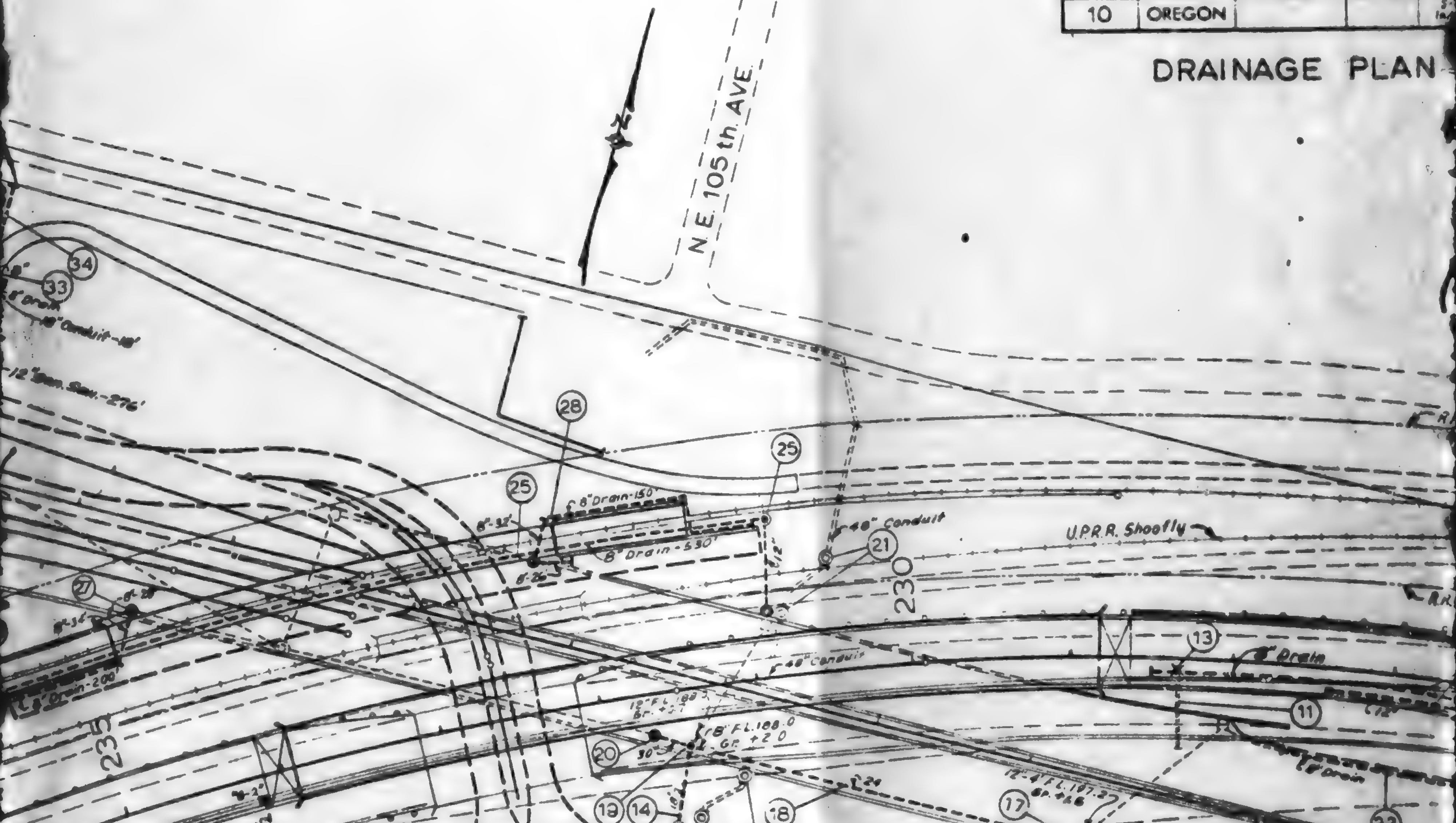
Form 734-3122


T.1N., R2E., WN
21 22
28 27
N.E. FREMONT ST.
250
105
"WN" LINE
"WS" LINE
"SE" LINE
"NE" LINE
SEE SHEET 4
MATCH LINE
240
255
235
7
26
33
34
32
27
25
31
18" Cond. - 16'
12" Encased in 5'
18" Conduit
30
13
R.R. R/W
U.P.R.R.
100
FREEWAY
BANFIELD
"BWB" LINE
240
11
6
7
235
29
5
4
Access Control Line
8" Drain
R.R. R/W
11
2
24
3
NE 102nd AVE
"BF" LINE
240
2
1
1
"SS" LINE
(For Profile, See Sht. 7K)
R/W
SEE SHEET 11B
MATCH LINE
12
0

T1N., R2E., W.M.

N.E. FAILING St.-N.E. HANCOCK St. (N. BANFIELD INTCHGE.) SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO SH
10	OREGON			

DRAINAGE PLAN


N
N.E. 105th. AVE.
N.E. KLICKITAT ST.
"B^EB" LINE
"B^C" LINE
U.P.R.R. Shoofly
Access Control Line
8" Drain-150'
8" Drain-530'
48" Conduit
12" San. Sew.-276'
18" Conduit-18'
8" Drain
36" Water
230
235
7 8 9 10 11 13 14 15 16 17 18 19 20 21 22 25 27 28 33 34
(7K)

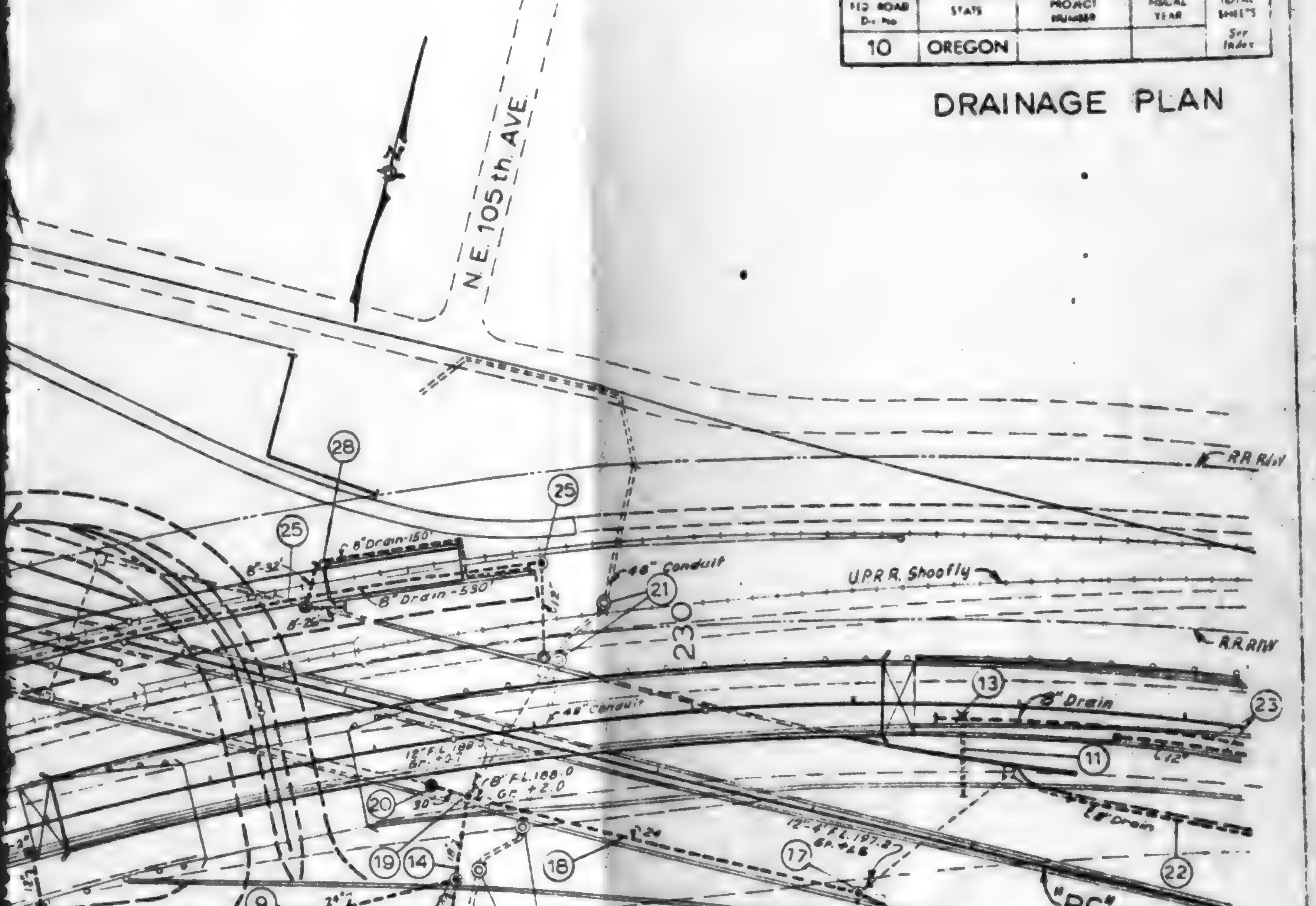
Future Drainage, Shown Thus:

WM.

N.E. FAILING ST.-N.E. HANCOCK ST.(N.BANFIELD INTCHGE.) SEC.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO. 7B
10	OREGON			TOTAL SHEETS See Index

DRAINAGE PLAN


N.E. 105th AVE.
RR R/W
U.P.R.R. Shoofly
RR R/W
8" Drain-150'
8" Drain-530'
8"-32'
8"-26'
48" Conduit
48" Conduit
48" Conduit
12" F.L. 188.0 Gr. +2.1
8" F.L. 188.0 Gr. +2.0
30"
24"
24"
12"-4" F.L. 197.2 Gr. +2.6
8" Drain
8" Drain
8" Drain
12"
8" Drain-226'
8" Drain-184'
12"-34'
12"-22'
12"-24'
"BC" LINE
"BEB" LINE
30" Water
N E KLICKITAT ST.
R/W
230
230
28
25
25
21
21
20
19
14
18
9
10
8
13
23
11
22
17
16
15
Future Drainage, Shown Thus:

NE FAILING ST.-N.E. HANCOCK ST. (N BANFIELD INTCHGE.) SEC.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY
SHEET No. 7C

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	[illegible]
10	OREGON			

Sta. "B^{CB}" 231+05 To Sta. 233+40
Inst. 24" Sewer Pipe - 242'
Tr. Exc. 235 C.Y.

Sta. "B^{CB}" 231+05
Const. Manhole
Const. Type "G-2" Inlet
Inst. 12" Sewer Pipe - 44'
Inst. 8" Drain Pipe - 228'
Fiber Filter Cloth 251 Sq. Yd.
Gravel Drain Matl. 32 C.Y.
Tr. Exc. 53 C.Y.

Abandon Extg. Pipe

Sever And Abandon Extg. Pipe

Remove Inlet

Sta. "B^{CB}" 231+05 To Sta. "BC" 231+10
Inst. 18" Sewer Pipe - 46'
Tr. Exc. 54 C.Y.

See Sheet 8B, Note 15

Sta. "BC" 226+22 To Sta. "BC" 228+60
Inst. 24" Sewer Pipe - 242'
Tr. Exc. 233 C.Y.

Sta. "B^{C}" 228+60
Const. Manhole
Const. Type "G-2" Inlets - 3 (Total)
Inst. 12" Sewer Pipe - 4' (Plug)
Inst. 12" Sewer Pipe - 98' (Total)
Inst. 8" Drain Pipe - 420'
Fiber Filter Cloth 462 Sq. Yd.
Gravel Drain Matl. 59 C.Y.
Tr. Exc. 103 C.Y.

Sta. "BC" 228+60 To Sta. "BC" 231+10
Inst. 24" Sewer Pipe - 250'
Tr. Exc. 390 C.Y.

Sta. "BC" 231+10
Const. Manhole
Inst. 8" Sewer Pipe - 4' (Plug)
Inst. 12" Sewer Pipe - 4' (Plug)
Tr. Exc. 2 C.Y.

Sta. "BC" 231+10 To Sta. "BC" 231+30
Inst. 30" Sewer Pipe - 20'
Const. Sump
Tr. Exc. 50 C.Y.
For Details, See Sht 2C)

Reconst. Manholes - 5 (Total)
Const. Slope Protectors - 5 (Total)

㉒ See Sheet 8B, Note 29

㉓ See Sheet 8B, Note 18

㉔ Sta. "SS" 0+00 To Sta. "SS" 2+90
Inst. 10" San. Sewer Pipe - 288' (Plug)
Tr. Exc. 185 C.Y.

㉕ Sta. "B^{C}" 230+85
Const. Manhole
Inst. 12" Sewer Pipe - 70'
Inst. 8" Drain Pipe - 530'
Fiber Filter Cloth - 583 Sq. Yd.
Inst. 3 Pc. - 25° Elbow
Inst. 3 Slope Anchors
Const. Sump
Tr. Exc. 16 C.Y.
(For Details, See Sht. 2C)

㉖ Sta. "W^{N}" 251+50
Const. Manhole
Const. Slope Protector - 1
Const. Type "G-2" Inlet - 2 (Total)
Inst. 8" Sewer Pipe - 26'
Inst. 12" Sewer Pipe - 90'
Inst. 8" Drain Pipe - 20'
Fiber Filter Cloth - 22 Sq. Yds.
Gravel Drain Matl. - 3 C.Y.
Inst. 3 Pc. 25° Elbow
Inst. Slope Anchors - 3 (Total)
Const. Sump
Tr. Exc. 21 C.Y.
(For Details, See Sht. 2C)

㉗ Sta. "NE" 238+35
Inst. 8" Sewer Pipe - 62'
Inst. 8" Drain Pipe - 200'
Fiber Filter Cloth - 220 Sq. Yds.
Gravel Drain Matl. - 28 Cu. Yds.
Const. Sump
Tr. Exc. 20 C.Y.
(For Details, See Sht. 2C)

㉘ Sta. "B^{C}" 232+30
Inst. 8" Sewer Pipe - 58' (Total)
Inst. 8" Drain Pipe - 150'
Fiber Filter Cloth - 165 Sq. Yds.
Gravel Drain Matl. - 21 C.Y.
Const. Sump
Tr. Exc. 20 C.Y.
(For Details, See Sht. 2C)

㉙ Sta. "SS" 2+90
Const. Manhole

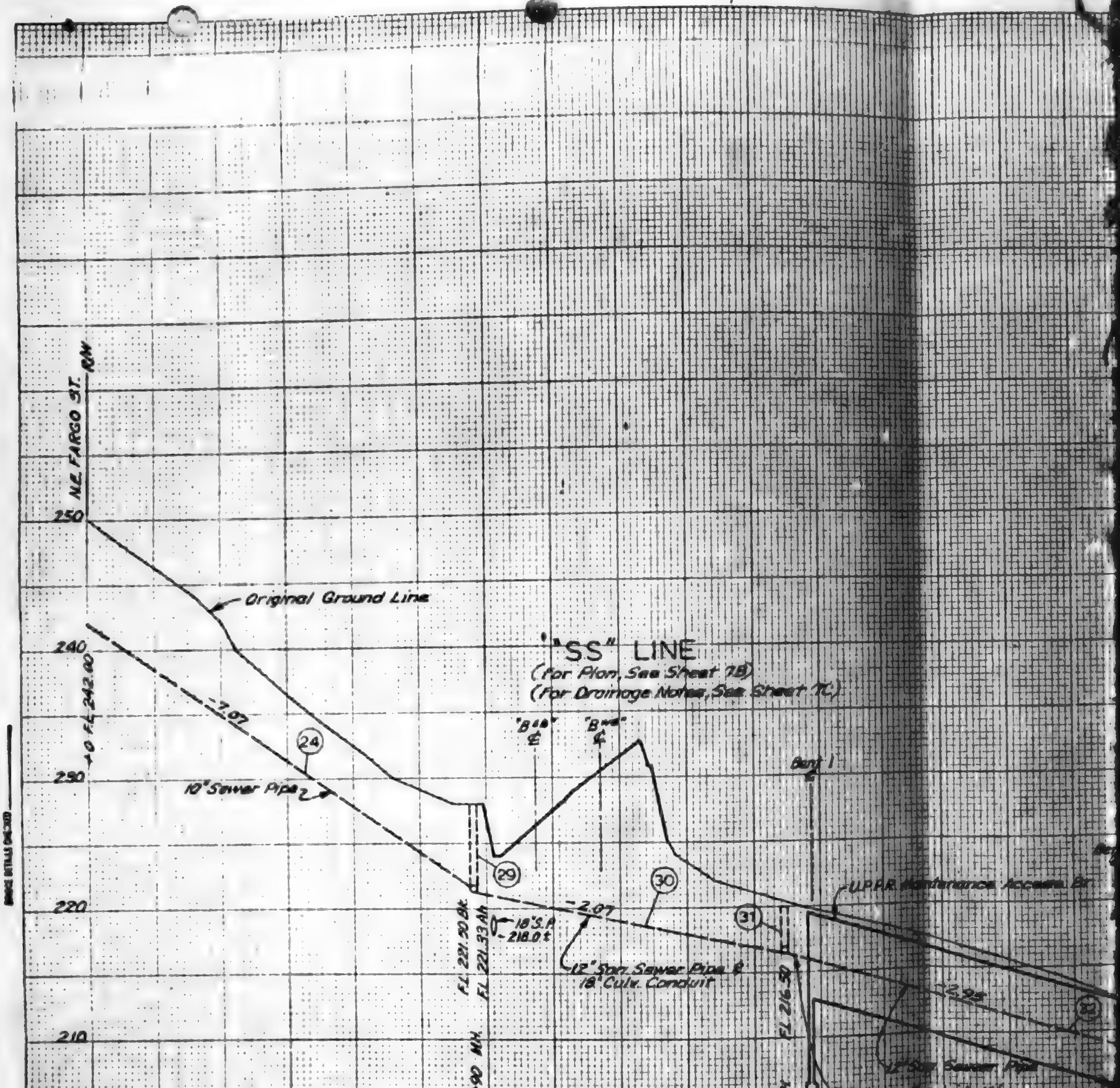
㉚ Sta. "SS" 2+90 To Sta. "SS" 5+23
Inst. 18" Culv. Conduit - 226'
Inst. 12" San. Sewer Pipe - 230'
Tr. Exc. 200 C.Y.

㉛ Sta. "SS" 5+23
Const. Manhole

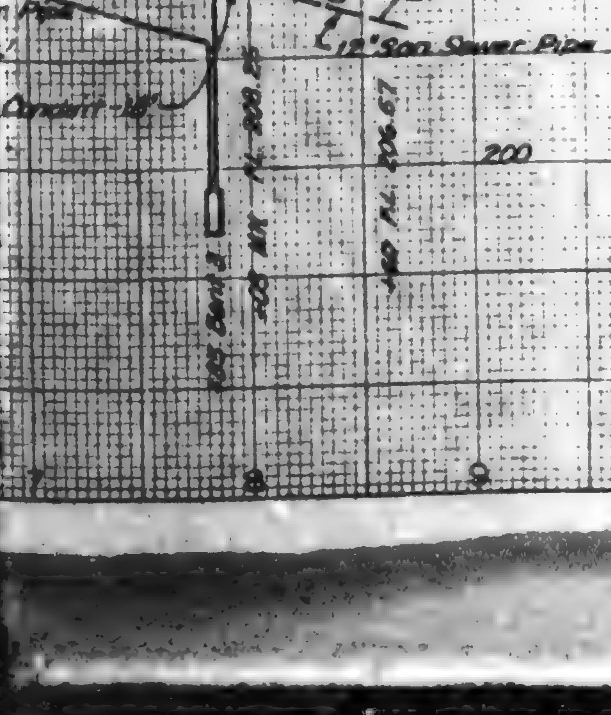
㉜ Sta. "SS" 5+23 To Sta. "SS" 8+03
Inst. 18" Culv. Conduit - 34' (Total)
(For Details, See Drg. No. 33937)
Inst. 12" Ductile Iron San. Sewer Pipe - 276'
(For Details, See Drg. Nos. 33935, 33937 & 33939)
Tr. Exc. 16 C.Y.

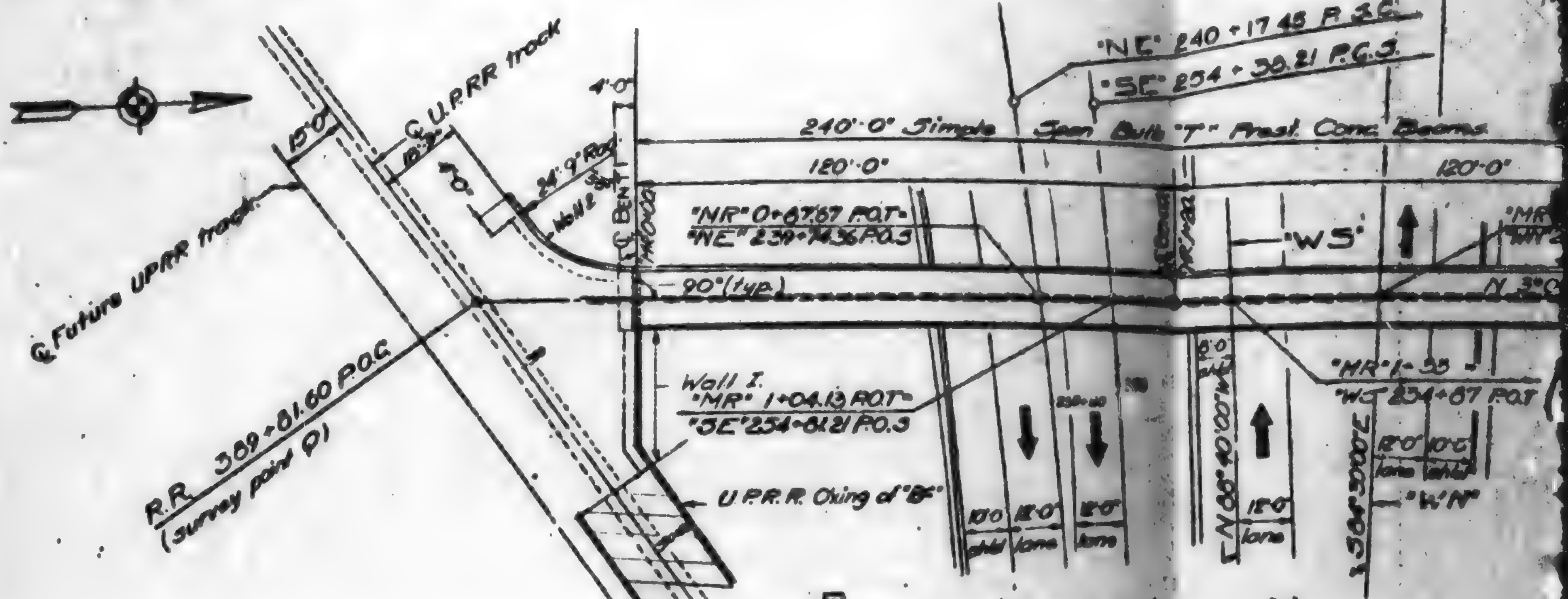
㉝ Sta. "SS" 8+03
Const. Manhole

㉞ Sta. "SS" 8+03 To Sta. "SS" 8+60
Inst. 12" San. Sewer Pipe - 55' (Plug)
Tr. Exc. 21 C.Y.


"SS" LINE
(For Plan, See Sheet 7B)
(For Drainage Notes, See Sheet 7C)
N.E. FARGO ST. R/W
250
240
230
220
210
Original Ground Line
+0 F.L. 242.00
-7.07
24
10" Sewer Pipe
"B ab" ℄
"B wb" ℄
29
30
31
33
-2.07
F.L. 221.50 Bk.
F.L. 221.33 Ah.
+90 M.H.
18" S.P. -218.0±
12" San. Sewer Pipe & 18" Culv. Conduit
Bent 1 ℄
U.P.R.R. Maintenance Access Br.
F.L. 216.50
+23 M.H.
3+43 Bent 1
-2.95
12" San. Sewer Pipe
18" Culv. Conduit-16'
18" Culv. Conduit-18'
0
1
2
3
4
5
6
7

N.E. FARING ST.-N.E. HANCOCK ST. (N. BANFIELD INTCHGE.) SEC. [illegible] MULTNOMAH COUNTY				SHEET No. 7K
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

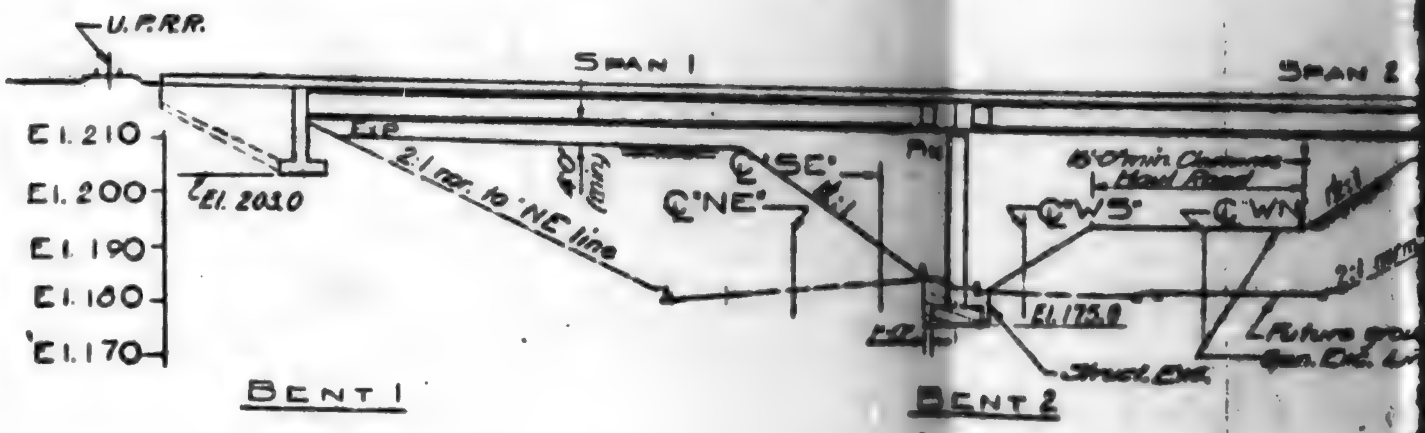

Bent 3
℄
Access Br.
R/W
N.E. FREMONT ST.
220
210
200
32
33
34
-2.95
12" San. Sewer Pipe
Pipe
Conduit-18"
205 Bent 3
208 Mh. Fl. 208.25
460 Fl. 206.67
7
8
9



℄ U.P.R.R. track
℄ Future U.P.R.R. track
15'-0"
16'-0"
24'-9" Rad.
4'-0"
"NE" 240+17.45 P.S.C.
"SE" 254+38.21 P.C.S.
240'-0" Simple Span Bulb "T" Prest. Conc. Beams
120'-0"
120'-0"
℄ Bent 1
"MR" 0+00
"NR" 0+67.67 P.O.T.
"NE" 239+74.36 P.O.S.
"WS"
90° (typ.)
N 3°0
"MR" 1+35
"WS" 254+67 P.O.T.
Wall I.
"MR" 1+04.13 P.O.T.
"SE" 254+61.21 P.O.S.
R.R. 389+81.60 P.O.C. (survey point Q)
U.P.R.R. Oxing of "B"
10'-0" shld
12'-0" lane
12'-0" lane
8'-0" shld
N 00°40'00" W
12'-0" lane
N 3°00'00" E
12'-0" lane
10'-0" shld
"WN"

P L A N

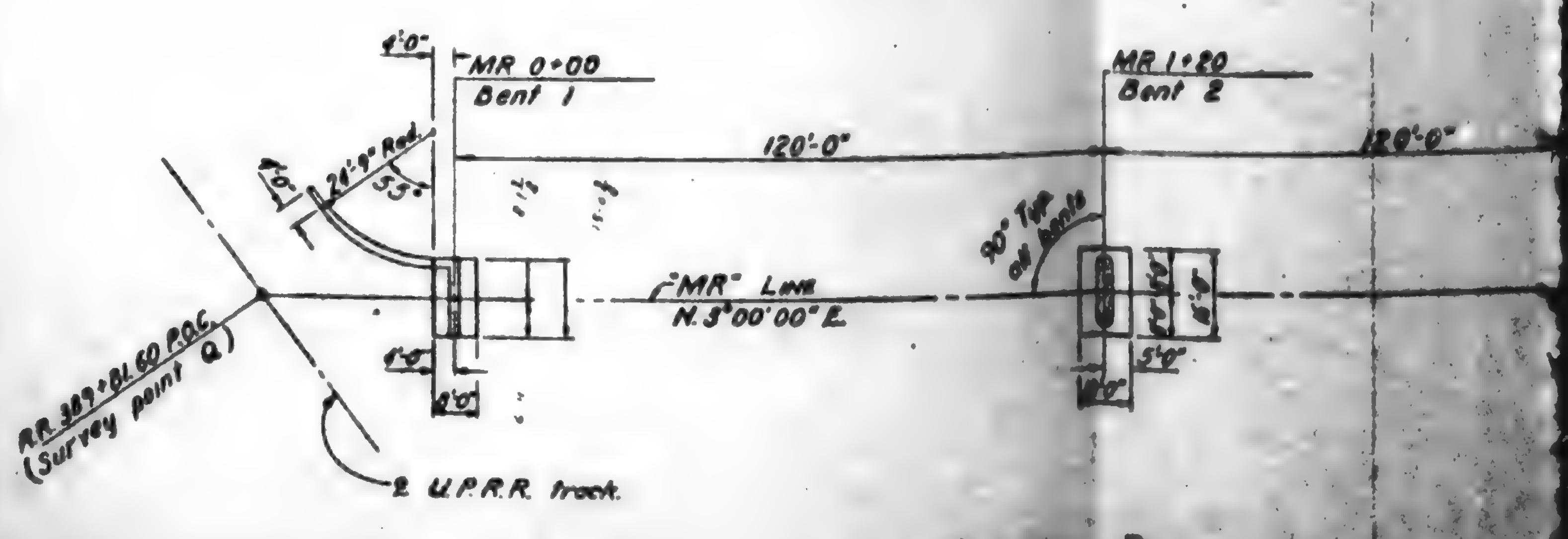
scale 1"=20'-0"



U.P.R.R.
Span 1
Span 2
El. 210
El. 200
El. 190
El. 180
El. 170
El. 203.0
2:1 par. to "NE" line
℄ "SE"
℄ "NE"
℄ "WS"
℄ "WN"
15'-0" min. Clearance Haul Road
El. 175.0
Struct. Exc.
Future grou
Gen. Exc. Li
Bent 1
Bent 2

E L E V A T I O N

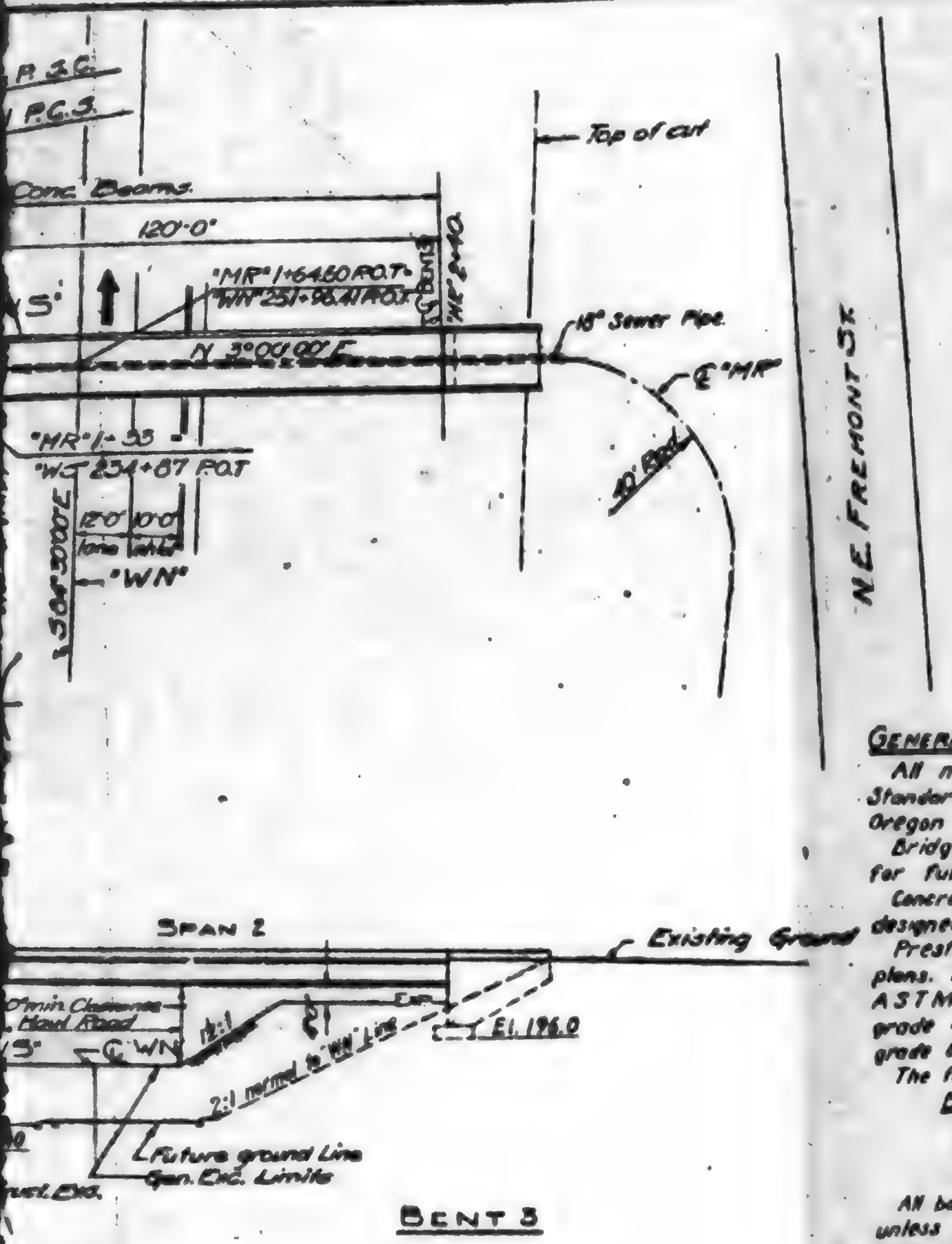
scale 1"=20'-0"

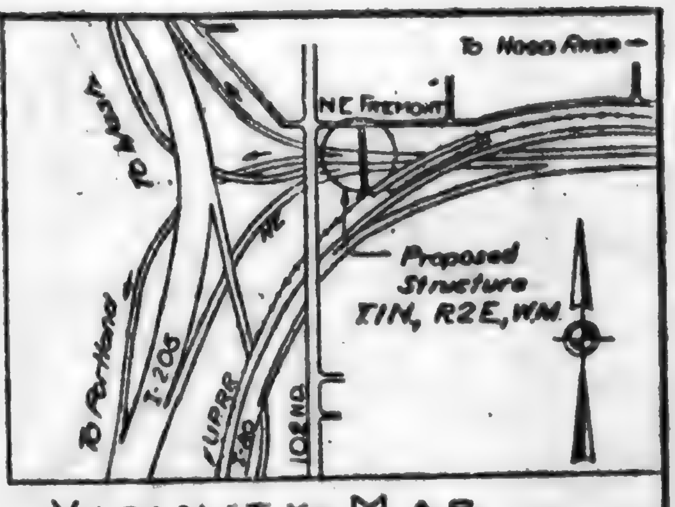


4'-0"
MR 0+00
Bent 1
MR 1+20
Bent 2
120'-0"
120'-0"
24'-9" Rad.
5.5°
90° Typ. all bents
"MR" Line
N. 3°00'00" E.
4'-0"
8'-0"
5'-0"
R.R. 389+81.60 P.O.C. (Survey point Q)
℄ U.P.R.R. track

FOOTING PLAN

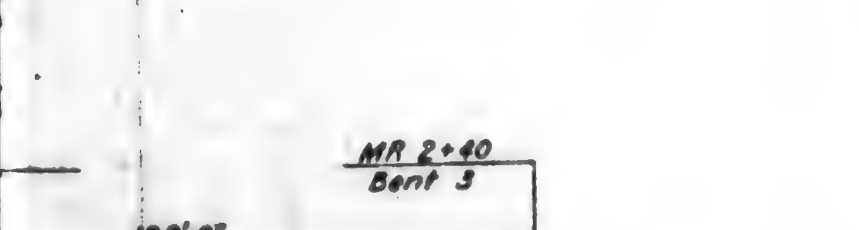
Scale: 1"=20'


P.S.C.
P.C.S.
Top of cut
Conc. Beams
120'-0"
"MR" 1+64.80 P.O.T.
"WN" 251+96.41 P.O.T.
℄ Bent 3
"MR" 2+40
18" Sewer Pipe
N 3°00'00" E
℄ "MR"
"HR" 1+33
"WS" 254+87 P.O.T
12'-0" lane
10'-0" shld
"WN"
S 3°00'00" E
40' Rad.
N.E. FREMONT ST.
SPAN 2
Existing Ground
min. Clearance Haul Road
℄ WN
1½:1
2:1 normal to "WN" Line
El. 196.0
Future ground Line
Gen. Exc. Limits
Struct. Exc.
BENT 3


To Hood River
N.E. Fremont
To Mt. Hood
Proposed Structure
T1N, R2E, W.M.
To Portland
I-205
UPRR
I-80
102nd

VICINITY MAP

NO SCALE


MR 2+40
Bent 3
120'-0"
20'-0"
4'-0"
16'-0"

GENERAL NOTES:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS 20-44 loading with no allowance for future wearing surface.

Concrete members except prestressed members are designed by Load Factor Design Method.

Prestressing steel shall be in accordance with detail plans. All other reinforcing steel shall conform to the ASTM Specification A615. Bars #3 through #7 shall be grade 40 unless shown otherwise. Bars #8 through #11 shall be grade 60.

The following splice lengths shall be used unless shown otherwise:

Bar Size	Splice Length
3 - 7	24 dia. (1'-8" min.)
8 & 9	48 dia.
10 & 11	60 dia.

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise. The top bends of stirrups extending from beam stems into top slab may be shop or field bent unless shown otherwise.

All reinforcing steel in top mat of deck (top straight transv. and bent transv. bars and top longit. bars) shall be epoxy coated. Also reinforcing bars extending from the deck into rails shall be epoxy coated. Beams "D", "E" and "X" reinforcing bars shall not be epoxy coated.

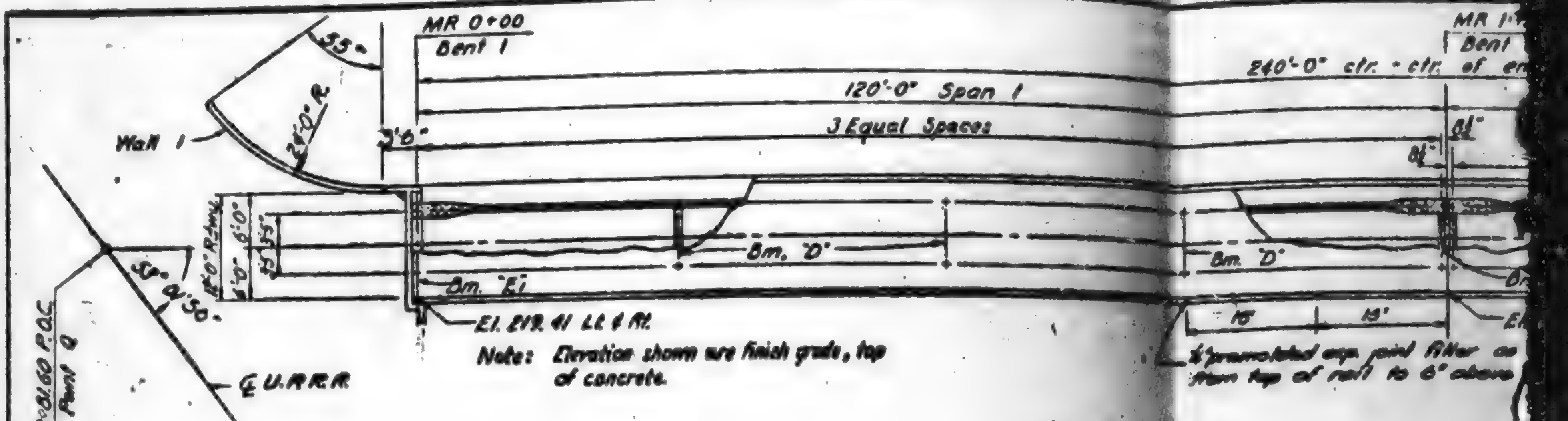
Reinforcing steel for column and walls shall not be fabricated until final footing elevations have been determined in the field.

Concrete in prestressed members shall be as shown on detail plans.

Concrete in deck shall be Class 4000 - 1½".

All other concrete shall be Class 3300 - 1½"

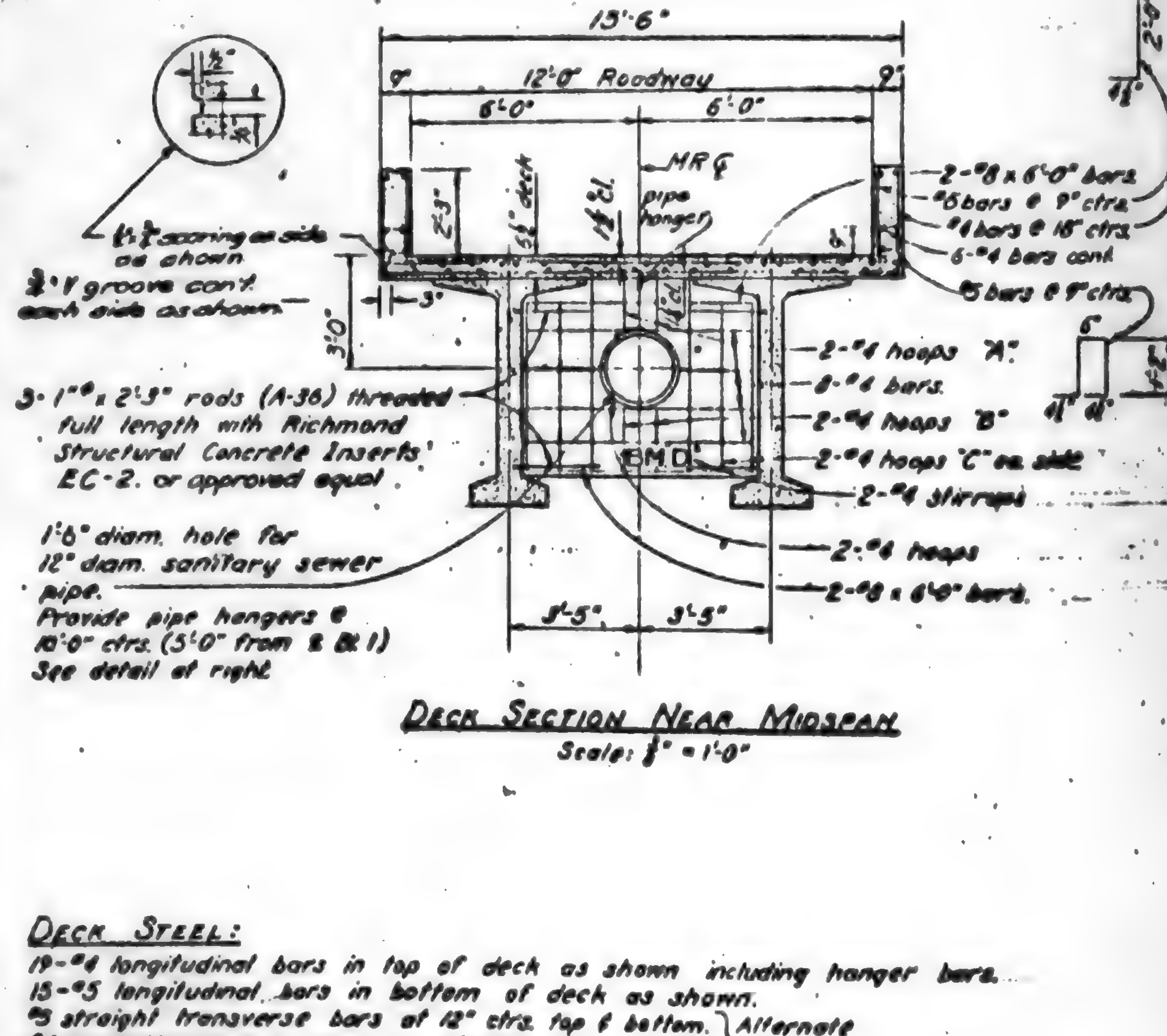
APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER DEPUTY STATE HIGHWAY ENGINEER	UPRR MAINTENANCE ACCESS BRIDGE NORTH BANFIELD INTERCHANGE SEC. E. PORTLAND FREEWAY HWY. MULTNOMAH COUNTY
DESIGNED Lorl Hagerstad DRAWN Lorl Hagerstad CHECKED REVIEWED REVIEWED CALC. BOOK 1684	PLAN AND ELEVATION & FOOTING PLAN
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE 7-5-78 BRIDGE NO. 13514L
	SHEET 1 OF DRAWING NO.


MR 0+00
Bent 1
55°
24'-0" R.
Wall 1
120'-0" Span 1
3 Equal Spaces
3'-6"
240'-0" ctr. - ctr. of en
MR 1+
Bent
Bm. "D"
Bm. "D"
Bm. "E"
15'-0" Rdwy.
6'-0"
6'-0"
55° 41'50"
R.R. 389+81.60 P.O.C.
Survey Point Q
℄ U.R.R.R.
El. 219.41 Lt. & Rt.
15'
15'

Note: Elevation shown are finish grade, top of concrete.

½" premolded exp. joint filler as from top of rail to 6" above

DECK PLAN
Scale: 1" = 10'


15'-6"
9"
12'-0" Roadway
9"
6'-0"
6'-0"
MR ℄
pipe hanger
2'-3"
5½" deck
1¼" cl.
1½" cl.
8"
3'-0"
3"
2-#8 x 6'-0" bars
#5 bars @ 9" ctrs.
#4 bars @ 18" ctrs.
6-#4 bars cont.
#5 bars @ 9" ctrs.
2-#4 hoops "A"
8-#4 bars
2-#4 hoops "B"
2-#4 hoops "C" ea. side
2-#4 stirrups
2-#4 hoops
2-#8 x 6'-0" bars
BM. "D"
3'-5"
3'-5"
½"
2'-8"
4½"
6"
2'-4"
4½"
4½"

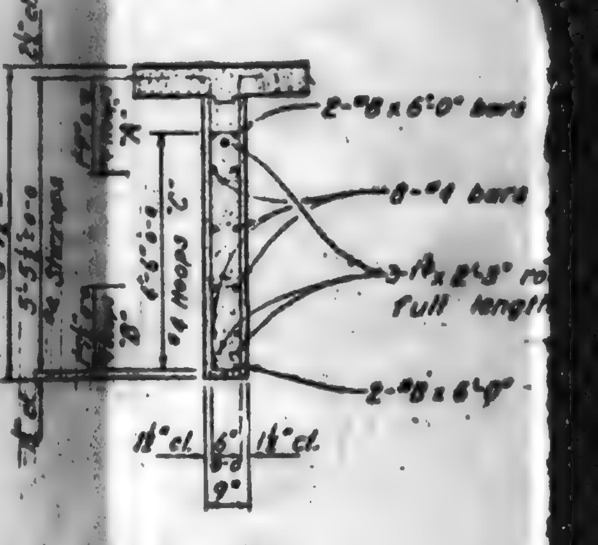
1½" x ½" scoring on side as shown

¾" V groove cont. each side as shown

3 - 1" ∅ x 2'-3" rods (A-36) threaded full length with Richmond Structural Concrete Inserts' EC-2. or approved equal.

1'-6" diam. hole for 12" diam. sanitary sewer pipe.
Provide pipe hangers @ 10'-0" ctrs. (5'-0" from ℄ Bt. 1)
See detail at right.

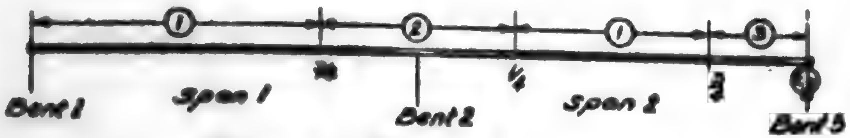
DECK SECTION NEAR MIDSPAN
Scale: ⅜" = 1'-0"


2½" cl.
5'-9½"
5'-5½" o-o
#4 Stirrups
"A"
"B"
1'-6" o-o
#4 Hoops "C"
1½" cl.
2-#8 x 6'-0" bars
8-#4 bars
3-1" ∅ x 2'-3" ro
full length
2-#8 x 6'-0"
1½" cl.
6"
1½" cl.
9"

BM. "D"
Scale: ⅜" = 1'-0"

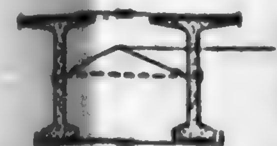
DECK STEEL:

19-#4 longitudinal bars in top of deck as shown including hanger bars.
15-#5 longitudinal bars in bottom of deck as shown.
#5 straight transverse bars at 12" ctrs. top & bottom. } Alternate
#5 straight transverse bars at 12" ctrs. top } @6"
9-#8 bars x 15'-0" @ 10" ctrs. centered over Bent 2, place between long. bars.


①
②
①
③
④
Bent 1
Span 1
Bent 2
Span 2
Bent 3

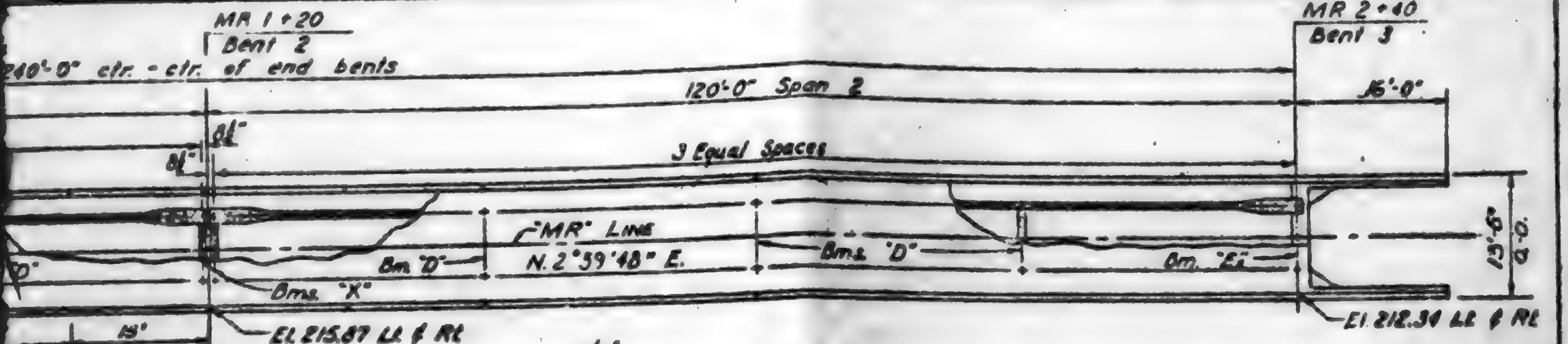
DECK POUR SCHEDULE

NOTE
Pour deck in order shown.
Pour beam ④ with pour ③.

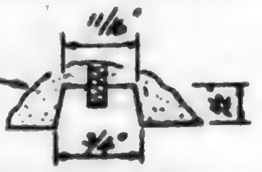

Alternate - A
1" ∅ hole thru all
After restraint
finish flush, outs

Snug fit prestressed beams against forms prior diaphragm pour.
Let concrete take initial set then revibrate.
Restraints to remain in place a minimum of 2 da after completion of diaphragm pour.

BEAM RESTRAINT DETAILS
No Scale


MR 1+20
Bent 2
240'-0" ctr.-ctr. of end bents
120'-0" Span 2
MR 2+40
Bent 3
15'-0"
3 Equal Spaces
"MR" Line
N. 2°59'48" E.
Bm. "D"
Bms. "D"
Bm. "E"
Bms. "X"
13'-6"
4'-0"
15'
El. 215.87 Lt. & Rt.
El. 212.34 Lt. & Rt.

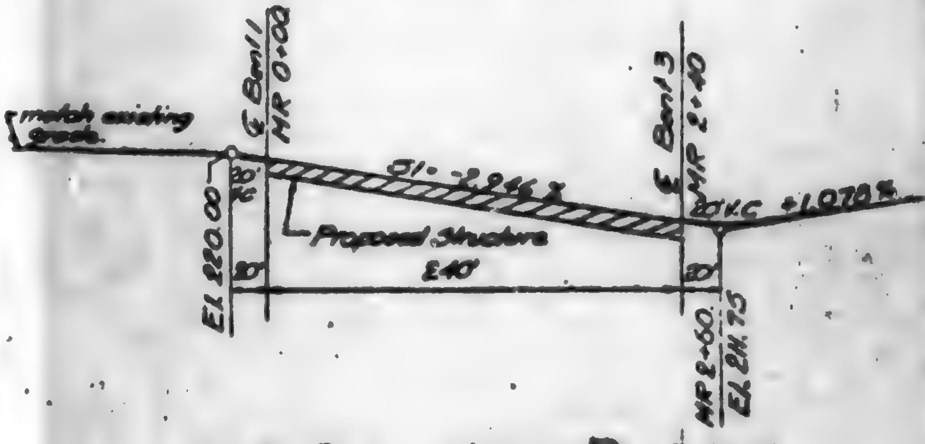
...molded exp. joint filler as shown.
...top of rail to 6" above top of deck.



Scoring Details

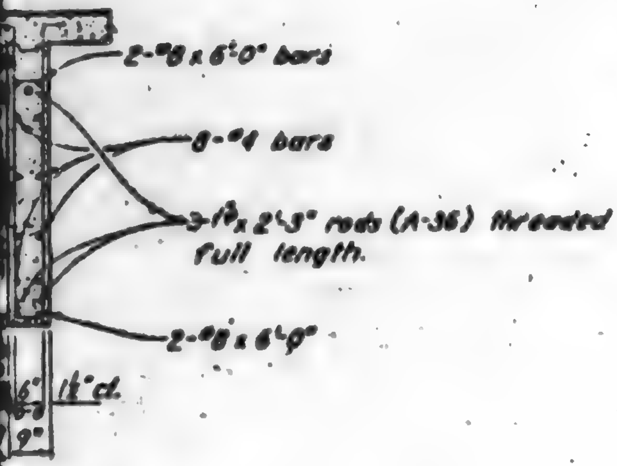
Deck Plan

Scale: 1" = 10'


match existing grade.
℄ Bent 1
MR 0+00
℄ Bent 3
MR 2+40
G/. -2.946 %
+1.078 %
Proposed Structure
240'
El. 220.00
MR 2+60
El. 211.15

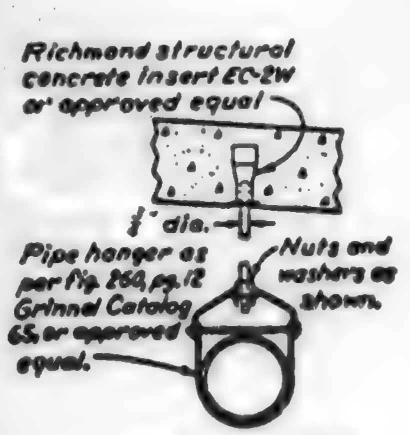
"MR" Grade Line Diagram

No scale


2-#8 x 6'-0" bars
8-#4 bars
3-1"⌀ x 2'-3" rods (A-36) threaded full length.
2-#8 x 6'-0"
6"
1½" cl.
9"

..."D"

...½" = 1'-0"


Richmond structural concrete insert EC-2W or approved equal
¾" dia.
Pipe hanger as per fig. 260, pg. 12 Grinnel Catalog 65, or approved equal.
Nuts and washers as shown.

Pipe Hanger

Alternate-A

1"⌀ hole thru all precast beams 12" from ℄ Bms. "D." After restraint is removed, fill hole with concrete and finish flush, outside face.

...ms against forms prior to

...t then revibrate.

...e a minimum of 2 days

...gm pour.

...nt Details

...le

APPROVED:

BRIDGE ENGINEER

DESIGNED L.H.
DRAWN M.K.
CHECKED GHB
REVIEWED
REVIEWED
CALC. BOOK 1684

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

UPRR Maintenance Access Bridge

Deck Plan & Deck Section Details

DATE 7-10-78
BRIDGE NO. 13514 L
SHEET 2 OF 6
DRAWING NO. 53833

8893

1-205-39-1

HIGHWAY DIVISION 378-6558

J. B. Boyd
Right of Way Manager

January 31, 1979

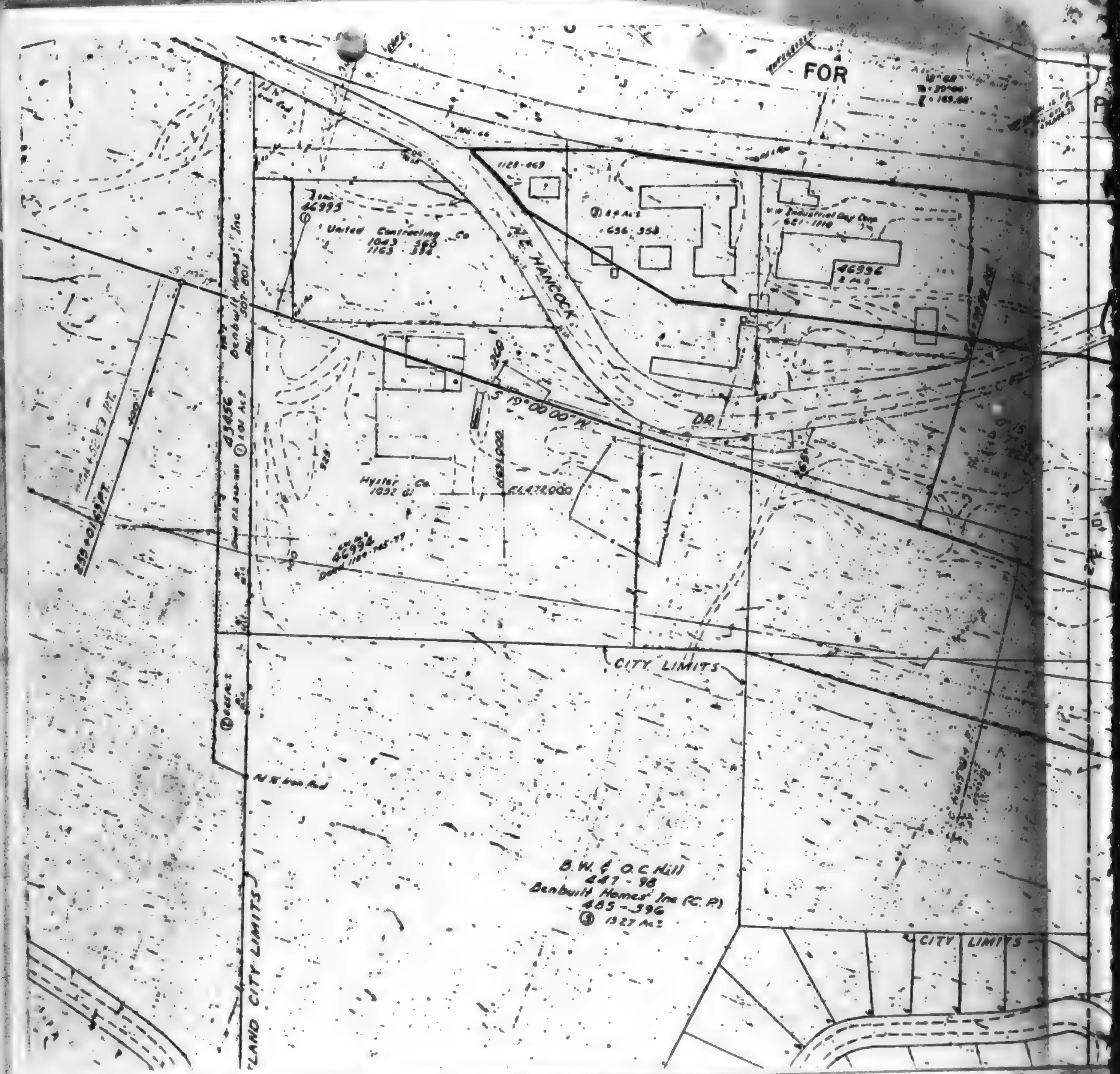
J. H. Versteeg ORIGINAL SIGNED BY J. H. VERSTEEG
Head of Engineering

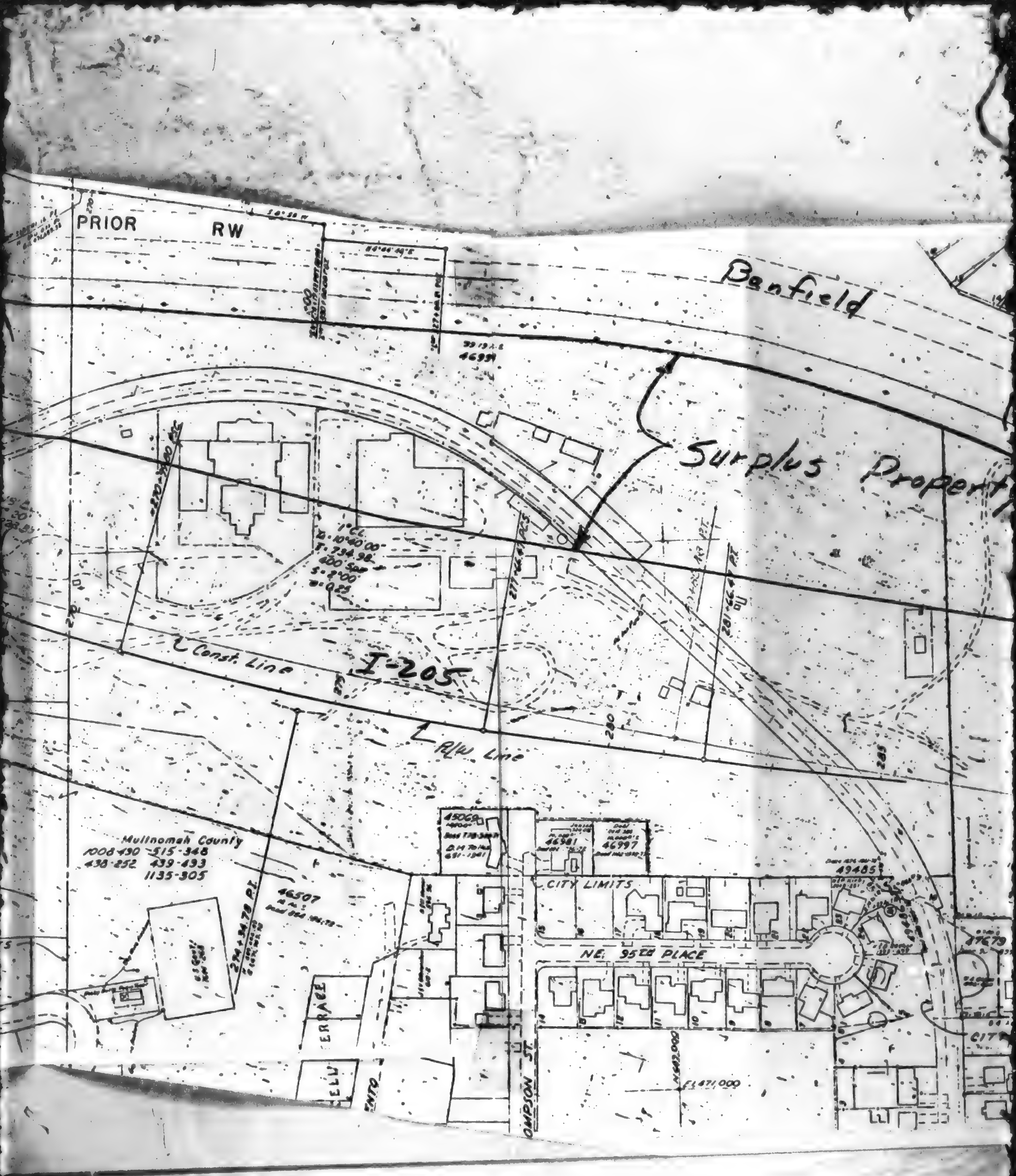
N.E. Failing St.-N.E. Hancock St.
(N. Banfield Interchange)
East Portland Freeway
Multnomah County

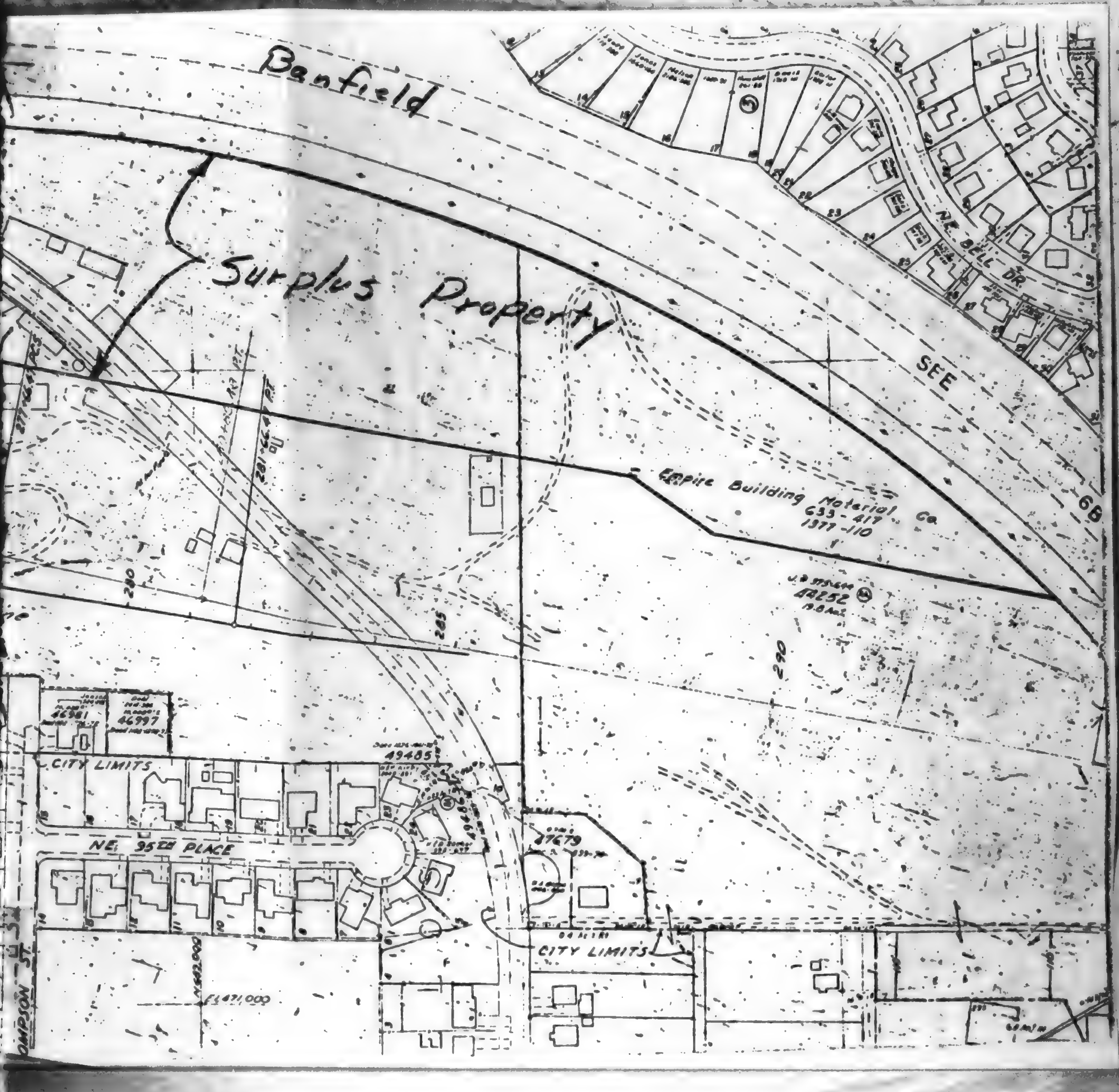
Attached is a map showing an area of land that will be excess to our needs after completion of I-205. The construction of the busway will require most of the county buildings that exist.

We have estimated that we can provide access and drainage to this area for about one million dollars. Would you please provide us with an estimate of the value of this area so serviced.

DNS:cj
Attachment


FOR
N.E. HANCOCK
DR.
46995
United Contracting Co
1043 - 560
1163 - 334
1128 - 469
656 - 354
N.W. Industrial Dev Corp
621 - 1010
46996
Benbuilt Homes Inc
501 - 801
43456
① 101 Ac±
S 19°00'00" W
Hyster Co
1032 - 61
EL472,000
46994
CITY LIMITS
B.W. & O.C. Hill
447 - 98
Benbuilt Homes Inc (C.P.)
485 - 396
③ 13.27 Ac±
CITY LIMITS
LAND CITY LIMITS


PRIOR RW
Banfield
Surplus Property
46991
I-205
Const. Line
R/W Line
Multnomah County
1008-430 515-348
438-252 439-493
1135-305
46507
45069
46981
46997
49485
CITY LIMITS
NE. 95th PLACE
47679
ERRACE
ELL
ENTO
OMPSION ST
280
285


Banfield
Surplus Property
NE BELL DR
SEE
6B
Empire Building Material Co
633-417
1377-110
44252
19.8 Ac.
290
285
280
46981
46997
49485
CITY LIMITS
NE 95TH PLACE
47679
CITY LIMITS
OMPSON ST.
F1471,000

8893

1-205-39-1

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. Edward L. Hardt
Region 1 Engineer

DATE: January 29, 1979

FROM: Jack Davis
Foundation Engineer

SUBJECT:
Foundation Data
EN Oxing of NE Br. 13514B
SE Uxing of L Line, Bridge 13514C
WS Uxing of L Line, Bridge 13514D
BWB Oxing of BC, Bridge 13514F
UPRR Oxing of BC, Bridge 13514G
EN Uxing of Banfield, Bridge 13514H
Bicycle Path Oxing of WN, Bridge 13514J
*BC Line Retaining Wall, Bridge 16043B
**Bicycle Path Oxing of NE, Bridge 13514K
***UPRR Maint. Access Bridge, Bridge 13514L
N. E. Failing-N.E.Hancock Sec.
East Portland Freeway
Multnomah County

Enclosed for your use are copies of the Foundation Reports for the above structures which are scheduled to be let March 29, 1979.

*No Foundation Report was written for the BC Line Retaining Wall, Bridge 16043B, due to similarity of foundation materials and Foundation Reports from adjacent structures. Copies of test hole drill logs for the wall are enclosed.

**No separate Foundation Report was written for the Bicycle Path Oxing of BC, Bridge 13514G. See Foundation Report for adjacent EN Oxing of NE, Bridge 13514B.

***No separate Foundation Report was written for the UPRR Maintenance Access Bridge, Bridge 13514K. See Foundation Report for adjacent UPRR Oxing of BC, Bridge 13514G, and others.

By copy of this letter, copies of the reports for each of the above structures are forwarded by the Resident Engineer.

JD:dh
Enclosures

cc Jerry Street /w/ encl.
Duane O. Christensen
R. W. Ellison

REFERRED TO RWE
✓ Steudenmayer
Beard
Sample
Cole
Watson
Eriksen
Lou
Dorn
Hager
File Copy
Due
[✓ Return] Discuss Do
BY FINAL DESIGN ENGINEER

Versteeg
1 Christensen Don
George
Olson
Terpin
Sullivan
Scott
Anderson

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JAN 30 1979
ENGINEERING SECTION

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Bring Up / /
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81-125-1387

8893

1-205-39-1

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen ATTN: Lyle Watson
Final Design Engineer

DATE: January 10, 1979

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
N.E. Failing Street-N.E. Hancock Street (N. Banfield Interchange) Section
East Portland Freeway
Multnomah County

Attached is a drawing showing the proposed signs to be mounted on a new sign bridge in the vicinity of Station #274 of the "EN" line of the above named project.

L E George

L. E. George
Traffic Engineer Supervisor

ELS:cs

Attachment

cc: Bob Dixon

___Versteeg___
1 Christensen DOC
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Anderson___

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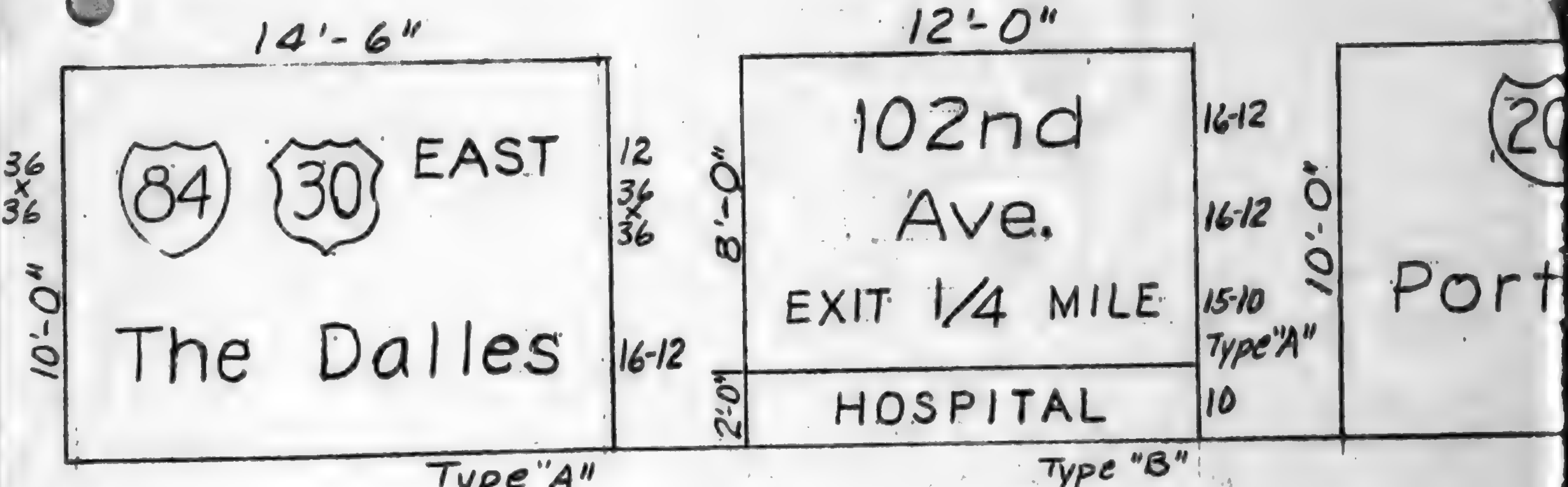
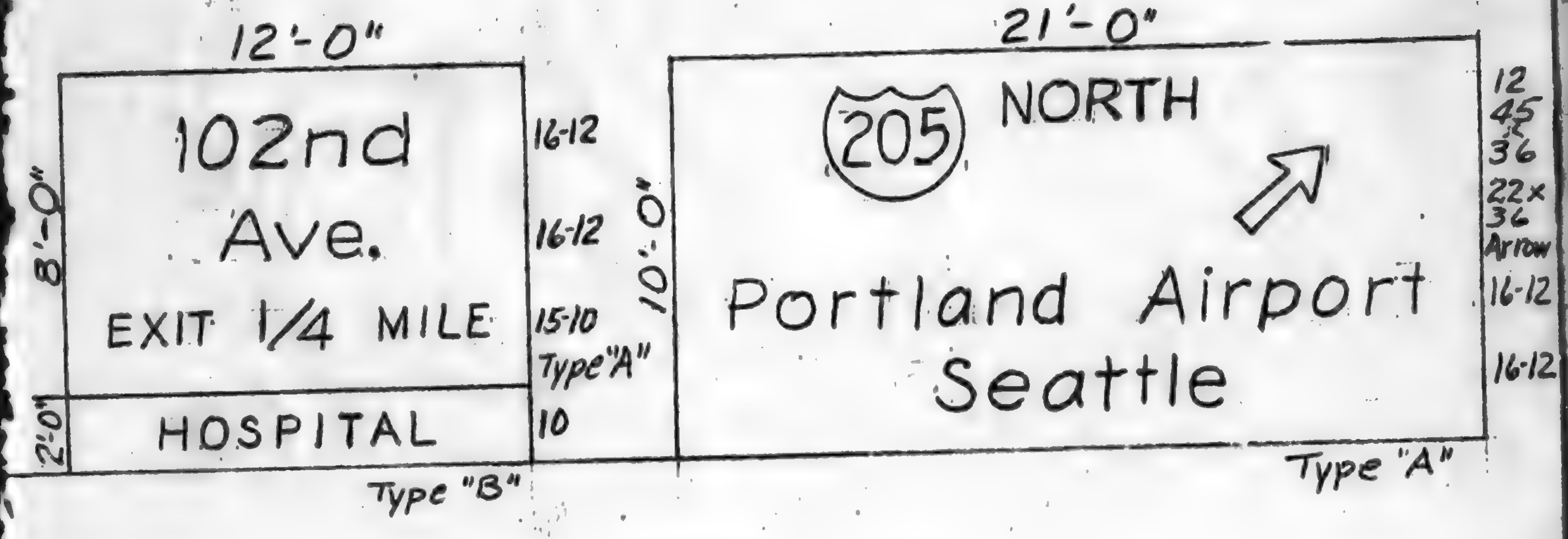
REFERRED TO
2 Beard WGB ___ Stoudenmeyer___
___Cole___ Sample___
___Eriksen___ 1 Watson LW
___Hager___ Dorn___ Lou___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER


14'-6"
36 x 36
84
30
EAST
12
36 x 36
10'-0"
The Dalles
16-12
Type "A"
12'-0"
8'-0"
102nd
Ave.
EXIT 1/4 MILE
16-12
16-12
15-10
Type "A"
2'-0"
HOSPITAL
10
Type "B"
10'-0"
20
Port



12'-0"
8'-0"
102nd
Ave.
EXIT 1/4 MILE
2'-0"
HOSPITAL
16-12
16-12
15-10
Type "A"
10
Type "B"
21'-0"
10'-0"
205
NORTH
Portland Airport
Seattle
12
45
36
22x
36
Arrow
16-12
16-12
Type "A"

8893

1-205-39-1

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: J. H. Versteeg
Head of Engineering

DATE: December 26, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
N.E. Failing-N.E. Hancock Street
(North Banfield Interchange) Section
East Portland Freeway
Multnomah County

The Region 1 Office in Milwaukie, your Final Design Section and this office have had various discussions and meetings the past week to resolve the signing for the above-named project in the vicinity of the 102nd Avenue Offramp from the Banfield Freeway.

There has been a question on the placement of the existing sign bridge under final conditions. Good traffic operation and economics require the reinstallation of the existing sign structure at approximately the same location as it is now. The attached plan shows the permanent signing that should be in place when this project is completed.

L. E. George

L. E. George
Traffic Engineer Supervisor

LEG:ds
Attachment

cc: R. N. Bothman
E. L. Hardt
Lyle Watson
R. W. Failmezger

1 Versteeg
2 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

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DEC 27 1978
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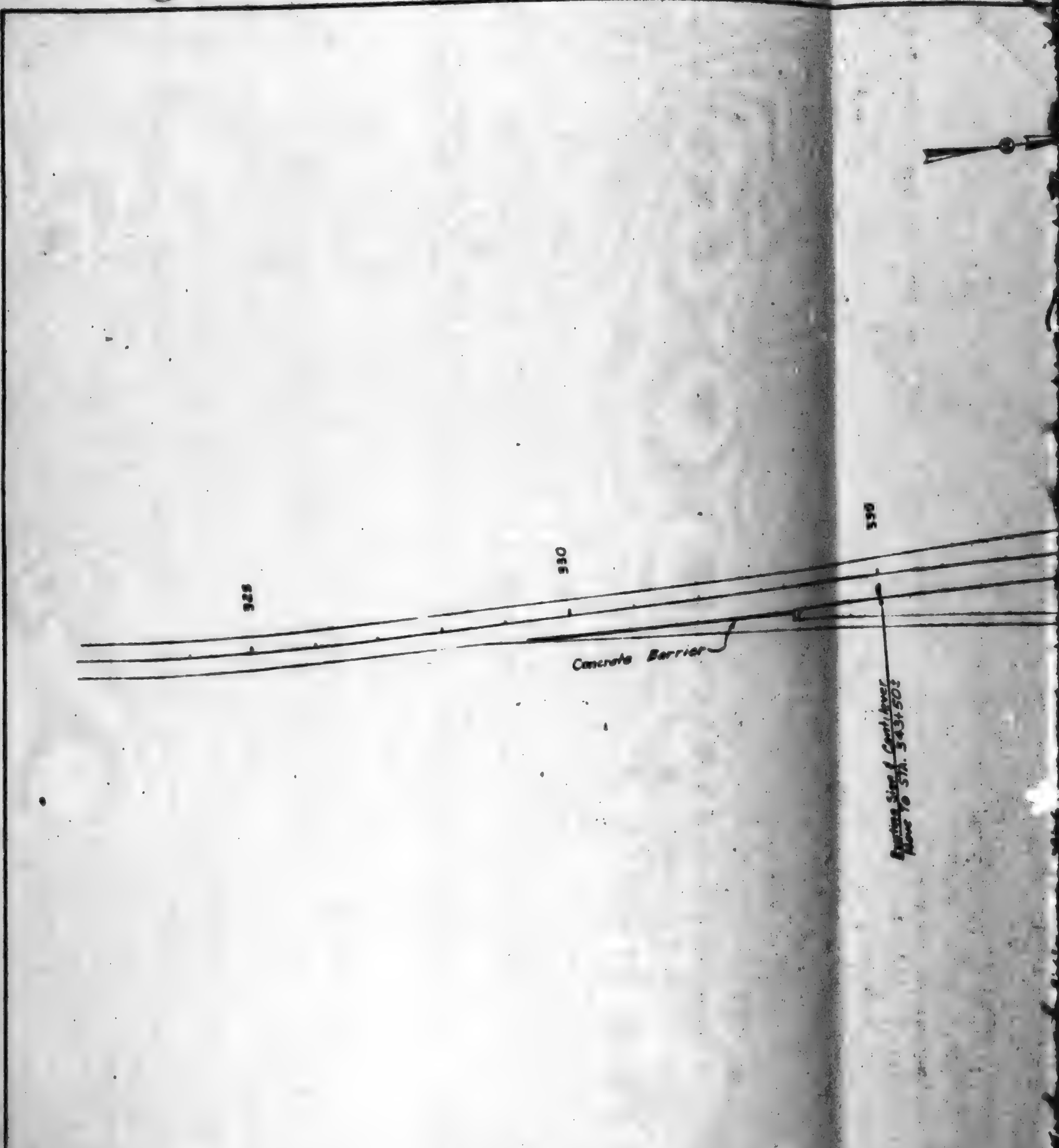
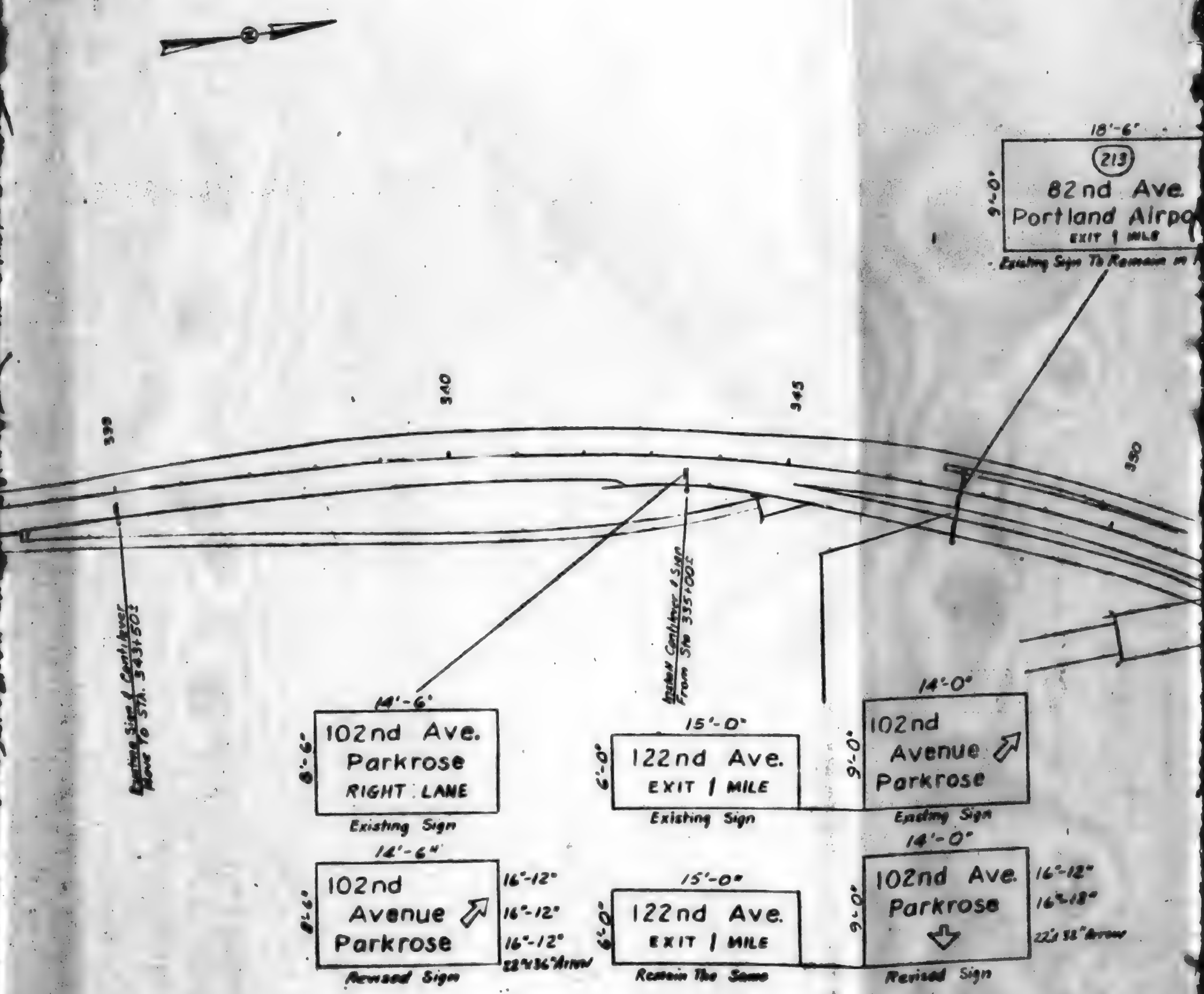

328
330
Concrete Barrier
Existing Sign & Cantilever
Move to Sta. 343+50±

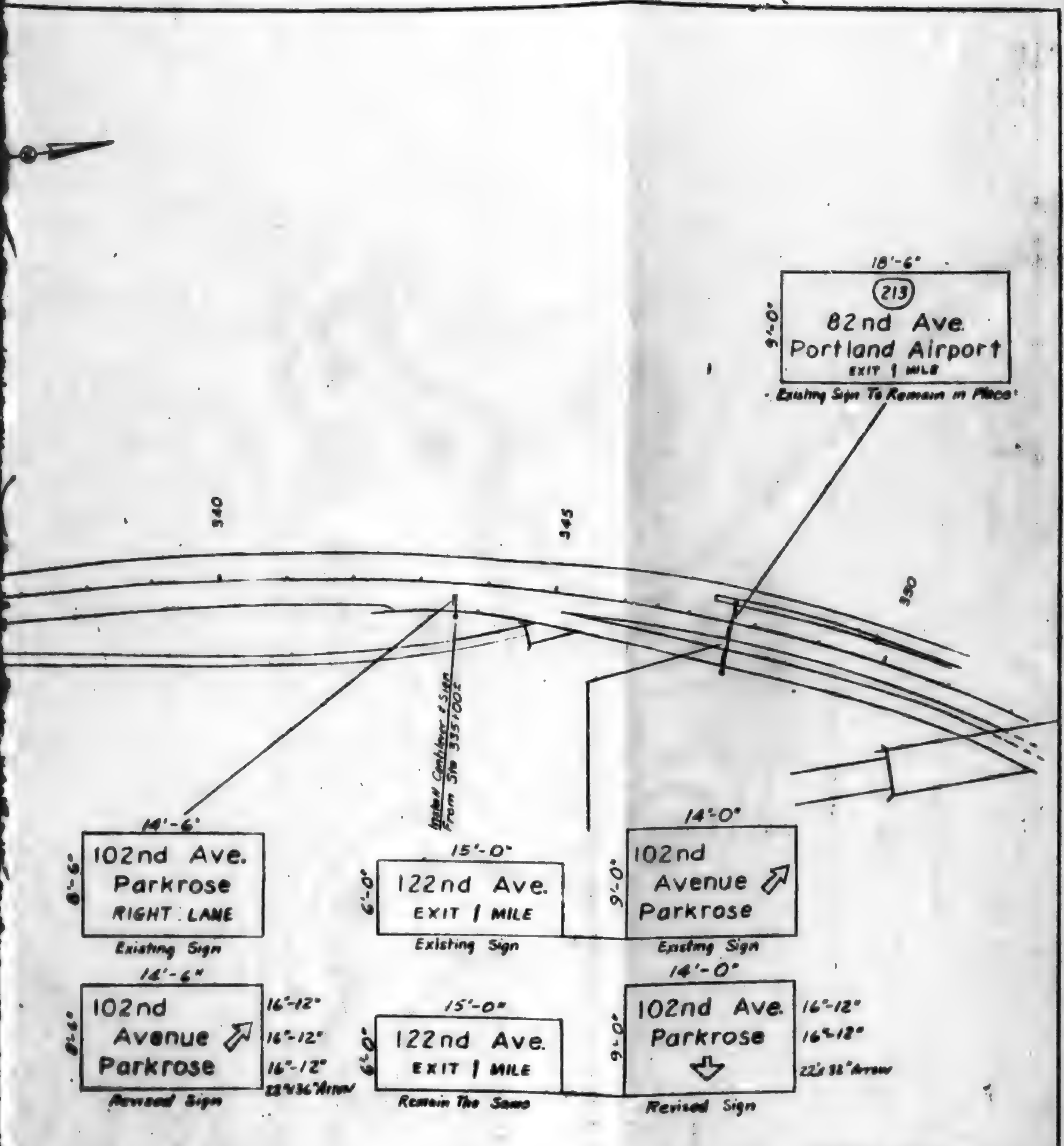

18'-6"
9'-0"
213
82nd Ave.
Portland Airpo
EXIT 1 MILE
Existing Sign To Remain in
340
345
339
350
Existing Sign & Cantilever Move To STA. 343+50±
Install Cantilever & Sign From Sta 335+00±
14'-6"
8'-6"
102nd Ave.
Parkrose
RIGHT LANE
Existing Sign
15'-0"
6'-0"
122nd Ave.
EXIT 1 MILE
Existing Sign
14'-0"
9'-0"
102nd
Avenue
Parkrose
Existing Sign
14'-6"
8'-6"
102nd
Avenue
Parkrose
16"-12"
16"-12"
16"-12"
22"x36" Arrow
Revised Sign
15'-0"
6'-0"
122nd Ave.
EXIT 1 MILE
Remain The Same
14'-0"
9'-0"
102nd Ave.
Parkrose
16"-12"
16"-18"
22"x 38" Arrow
Revised Sign

SIGNING PROJECT

N.E. FAILING ST. ~ N.E. HANCOCK ST. (102ND AV / BANFIE

E. PORTLAND FWY. HWY. ~ MULTNOMA

Action	Date	Signature
Submitted		
Approved		
•		
•		
Amended		


18'-6"
9'-0"
213
82nd Ave.
Portland Airport
EXIT 1 MILE
Existing Sign To Remain in Place
340
345
350
Install Cantilever & Sign From Sta 335+00±
14'-6"
8'-6"
102nd Ave.
Parkrose
RIGHT LANE
Existing Sign
15'-0"
6'-0"
122nd Ave.
EXIT 1 MILE
Existing Sign
14'-0"
9'-0"
102nd
Avenue
Parkrose
Existing Sign
14'-6"
8'-6"
102nd
Avenue
Parkrose
16"-12"
16"-12"
16"-12"
22"x36" Arrow
Revised Sign
15'-0"
6'-0"
122nd Ave.
EXIT 1 MILE
Remain The Same
14'-0"
9'-0"
102nd Ave.
Parkrose
16"-12"
16"-12"
22"x32" Arrow
Revised Sign

SIGNING PROJECT

N.E. FAILING ST. – N.E. HANCOCK ST. (102ND AVE OFF-RAMP BANFIELD FREEWAY)
E. PORTLAND FWY. HWY. ~ MULTNOMAH COUNTY

Action	Date	Signature	Title
Submitted			Traffic Control Engr.
Approved			Sign Engineer
"			Traffic Engineer
"			Asst. Hwy. Engr.
Accepted			

8873 1-205-39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
9250 N.E. SKIDMORE ST.
PORTLAND, OREGON 97220
DECEMBER 21, 1978

FROM: JERRY C. STREET
RESIDENT ENGINEER Jerry C. Street

TO: DUANE CHRISTENSEN
FINAL DESIGN ENGINEER

SUBJECT: N. BANFIELD INTERCHANGE
NE FAILING - HANCOCK SEC.
EAST PORTLAND FREEWAY
LAD-SAF CABLE SYSTEM

ATTN: DON STOUDENMEYER

Attached find Plan Drawing No. 29909 and pages 25, 26 of Special Provisions from I-205 Sewer Tunnel Project concerning safety ladders equipment and manhole illumination. Also, find two brochure sheets of LAD-SAF Cable System from DB Enterprises, Inc.. This information should allow you to design a similar type installation for the manholes on this Project. It is suggested that we specify steel s safety cable, cable guides and all required mounting hardware compatible with D.B. Enterprises, Inc. LAD-SAF Flexible Ladder Safety Device System.

JCS:ah

ATTACHMENTS

REFERRED TO DNf
Beard ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DDC
George
Olson
Terpin
~~AT~~ 3 Sullivan JWS
o.b. Scott
Anderson

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DEC 22 1978
ENGINEERING SECTION

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Bring Up / /
Action

Attached Drg. submitted to Galloway
JH

8873

C 1-205-39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 8, 1978

DNStoudenmeyer

FROM: D. N. Stoudenmeyer
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: NE Failing St.-NE Hancock St.
(North Banfilld Interchange)
East Portland Freeway
Multnomah County

A plans-in-hand review on the subject project was held on December 5, 1978, in the Region 1 office in Milwaukie. The following people attended:

Ed Hardt, Region 1
Marion Craft, Region 1
C. T. Christianson, FHWA
Duane Christensen, Final Design
Don Stoudenmeyer, Final Design
Norman Henry, Final Design
F. W. Yarbrough, Soil
Jerald Backstrand, Structures
John Day, Specifications
Paul Galloway, Specifications
Bill Beard, Sign Design
K. D. Limbocker, Metro
Roger W. Kuchinka, Jerry Street's Office
Jerry C. Street, Resident Engineer
Bill Tison, Resident Engineer
Dale Emerson, Assistant Resident Engineer
Dave Willhite, Assistant District Engineer

1 Versteeg ✓
2 Christensen Dc ✓
George
Olson
Terpin
3 Sullivan JWS
Scott
Anderson

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Action

The problem of the South Banfield contractor working in the same area with the new contractor was discussed. Region is to make a recommendation as to how to handle the problem.

Construction of the B-1 modified curb with varying depth was discussed. It was decided to construct as shown on the plans.

There is an existing wash rack north of the county jail which Region will check out for drainage.

Region reports there is existing fencing between our facility and the jail. They wish to continue having a fence between our highway and jail property. Plans will be revised accordingly.

The question of special treatment during the blasting of the rock point west of the County property was brought up. Region could see no reason for any and also determined that the resulting rock was to be disposed of in the randon fills.

The existing fitch barrel attenuator at the 102nd Avenue Off-Ramp is to be salvaged and delivered to the maintenance station at 101st and Marx Streets.

The 102nd Avenue Ramp closure was discussed and it was decided to have Traffic study the effects of this action on the local streets.

The standard of breaking the upper shoulder on shed roof and supered sections was questioned. Field personnel said they do not build the break in actual construction. The design will not be changed on the plans but a possible revision to the standard should be looked into in the future.

Safety ladders are to be provided in deep manholes. Region will provide the design information to the compatible with the present safety equipment used by their personnel. Lighting is also to be included, power to be supplied by portable generators.

Region suggested paving the inverts on metal slope pipes. Such paving is only necessary if abrasive material is expected in the system. None is expected on this project so invert paving is not recommended.

Temporary shoring for the "BD-3" detour is to be designed by the contractor and submitted for approval.

Open excavation method will not be permitted under the "SE" line structure.

The suggested sign support on the median barrier (Sheet 2D-7) was questioned as not being stable. The design is suggested only and can be modified if desired.

The easterly sign bridge footing on Sheet 11 will be checked out by Bill Beard.

There may be some fuel tanks in the work area on Sheet 5. Region will report on their removal or disposal.

The proposed County sanitary sewer on the railroad service road structure will be added to the plans when received from Structures.

Region recommended extending CL-6 fencing to 122nd Avenue on the south side of the highway and the use of CL-6 fencing between the railroad and Banfield throughout the project. Plans will be so revised.

Fred Yarbrough recommended a roller be specified on each lift of fill for compaction. Fred will prepare a specification

There are several blind connections proposed on the main sewer. Region concurred with this due to the pipe size and suggested that no blind connections should be used on pipes less than 36 inches.

The question was raised as to whether the sound wall along 102nd Avenue had to be build before construction could begin or could only the earth berm be constructed and allowed to stabilize. The Environmental Section stated that we could put the berm in initially and let it stabilize for 60 days before the wall had to be started. The contractor need not be held up on construction during that 60 days.

The 102nd Avenue ramp closure is to have a 30 day limit.

The 102nd Avenue "Ramp Closed" sign is to carry dates and another advance "Closure" sign west of the Halsey Off-ramp is to be added. Orange and black speed signs of 35 mph will be used on the Banfield at the "BD-3" detour on stages II and III.

The temporary lighting in Stage V will be left in place for highway use and will be so stated in the specifications.

Permanent removal of the sign bridge shown on Sheet 11 is recommended by Region. They will check with Traffic and report.

The railroad staging and staging of Hancock is to be shown on the plans.

Hours of one lane operation in each direction on the Banfield were discussed. Agreement was reached to accept Stoudenmeyer's recommendation in his November 28 Memo. If problems develop these hours could be modified and should be so spelled out in the specifications. It will be clearly stated in the specifications that Traffic can only be cut to one lane in each direction when absolutely necessary and approved by the engineer.

DNS:ab
cc: All Participants

8893.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 28, 1978

Don Stoudenmeyer

FROM: Don Stoudenmeyer
Design Engineering Supervisor

TO: Memo to Files

SUBJECT: Stage Construction
Failing-Hancock
(N. Banfield Interchange)
East Portland Freeway
Multnomah County

Ed Hardt's November 21st letter and L.E. George's November 24th letter both set forth possible hours when the Banfield can be reduced to one lane in each direction.

Apparently weekday westbound traffic can be cut to one lane from 9:00 A.M. to 3:00 P.M. west of 102nd Avenue, and from 8:00 A.M. to 6:00 A.M. east of 102nd Avenue. Weekday eastbound traffic can be cut to one lane from 6:00 P.M. to 3:00 P.M. both west and east of 102nd Avenue.

Considering the noise facotr of night work and the contractor's aversion to it, it is recommended that one lane operation be permitted for westbound traffic from 9:00 A.M. to 3:00 P.M. weekdays. Eastbound one lane operations should be permitted from 6:00 A.M. to 3:00 P.M. weekdays. This provides for no night work and is within the noise standard of no work prior to 6:00 A.M. and does not differentiate between east and west of 102nd Avenue, which would only add to the confusion. We end up with 6 hours of daytime work westbound and 9 hours of daytime work eastbound. On weekends and holidays one lane either way could only be utilized between 6:00 A.M. and noon.

It is recommended this be spelled out in the specifications.

DNS:cj

cc: Keasey
Tison
Hardt
Sullivan
Norm Henry

88.93

1-205-39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 28, 1978

FILE:

DNStoudenmeyer

FROM: Don N. Stoudenmeyer
Design Engineering Supervisor

TO: Memo to Files

SUBJECT: N.E. Failing-N.E. Hancock
(N. Banfield Interchange)
East Portland Freeway
Multnomah County

A plans-in-hand review will be held in the Region I office Dec. 5 & 6 on the subject project. Transportation will leave the Transportation Building at 8:00 A.M. Tuesday, Dec. 5. Those attending should be in front of the Transportation Building by 8:00.

The agenda will be as follows:

Dec. 5th:	General Plan Structures Staging
Dec. 6th	Continuation of above items Field inspection

The following questions will be brought up:

Location of Contractor's Shop Area
Conflict with S. Banfield Contractor
Depth of B-1 Modified Curb in conjuntion with method of surfacing
Disposition of existing attenuator at 102nd Avenue ramp

During the design of this project the following items were developed. If anyone has any conflicts with these items, these should be brought out at the meeting.

1. The 2' concrete berm, behind the curb, has been eliminated.
2. West of 102nd Avenue a 6" overlay is being constructed.
3. No topsoil is being placed.
4. The rock cut on I-205 is being removed.
5. For pipe installed in embankment trench, excavation will be required 1/2 diameter above the pipe (2' maximum).
6. Narrow base, precast concrete barrier is being placed in front of concrete walls.
7. The 102nd Avenue off ramp will be closed during Stage I.

continued...

8. Temporary sumps will be used.

9. Erosion control will be paid by the individual item.

10. The I-205 storm sewer was relocated.

11. Additional drain pipe has been included.

12. The drain slots were deleted from the concrete barrier.

13. The sound barrier mounds are to be constructed first.

14. Removable concrete barrier to be used above existing manholes on Banfield.

15. I-205 surfacing 11" PCC, 6" lean concrete base
    Banfield surfacing 10" PCC, 6" CTB

16. Added lane east of 102nd Ave. on Banfield, westbound.

DNS:cj

cc: Marion Craft
Walt Hart
Ken Limbocker
Roger Trygstad
D.O. Christensen
Lyle Watson
Norm Henry
Don Stoudenmeyer
Bill Beard
Fred Yarbrough (Please provide car)
C. T. Keasey
Cliff Christianson, FHWA (Please provide car)
Jack Sullivan

1 Versteeg ✓
2 Christensen DOC
George
Olsen
Terpin
Sullivan
Scott
Anderson

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NOV 28 1978
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8893

STATE OF OREGON

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

DATE: November 24, 1978

TO: J. H. Versteeg
Head of Engineering

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Lane Closures
North Banfield Interchange
Interstate 205 Freeway

To accomplish the stage construction of the Interstate 205-North Banfield Interchange, lane closures will be necessary on the Banfield Freeway in the vicinity of the 102nd Avenue Interchange.

To assist in determining the time periods when the Banfield Freeway can be reduced to one lane, a traffic count was taken at the 102nd Avenue Interchange on November 8-9, 1978 (copy attached). An analysis of the hourly volumes indicates that two traffic lanes in each direction of travel need to be maintained for the following time periods:

Eastbound: 3:00 P.M. - 6:00 P.M.
Westbound: 6:00 A.M. - 9:00 A.M. and 3:00 P.M. - 5:00 P.M.

Other than during the above time periods the Banfield Freeway could be reduced to one traffic lane in each dierction of travel in the vicinity of 102nd Avenue.

If the 102nd Avenue westbound on-ramp is closed during stage construction, then the westbound direction of the Banfield Freeway between 3-5 P.M. could also be limited to one traffic lane.

During the weekends and holidays two traffic lanes should be maintained in each direction of travel between the hours of 12 noon and 8 P.M. This is especially important during the summer months because of the recreational attraction along the Columbia River Gorge.

L E George

L. E. George
Traffic Engineer Supervisor

JH:cs
Attachments
cc: E. L. Hardt

1 Versteeg ✓
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☐

Route or Highway No. BANFIELD FRWY Station No.

Location West of 102nd Avenue

Week Beginning Average Weekday Volume

Day of Week		~~Sun.~~	~~Mon.~~	~~Tues.~~	~~Wed.~~	~~Thur.~~	~~Fri.~~	~~Sat.~~	Total
Day		East-		West-					
Hour of Day		bound		bound					
A. M.	12-1								
	1-2								
	2-3								
	3-4								
	4-5								
	5-6								
	6-7	516		1813					
	7-8	1171		2648					
	8-9	1170		1768					
	9-10	909		1172					
	10-11	960		1174					
	11-12	699		812					
P. M.	12-1	1043		1168					
	1-2	1110		1134					
	2-3	1247		1369					
	3-4	1593		1620					
	4-5	2155		1670					
	5-6	2401		1376					
	6-7	1353		1318					
	7-8	640		687					
	8-9	664		619					
	9-10	878		493					
	10-11								
	11-12								
Automatic Recorder Total 24 Hours									
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS XXX = Time periods when 2 lanes each direction are needed

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☐

Route or Highway No. BANFIELD FRWY Station No. ____

Location East of 102nd Avenue

Week Beginning Average Weekday Volume

Day of Week		~~Sun.~~	~~Mon.~~	~~Tues.~~	~~Wed.~~	~~Thurs.~~	~~Fri.~~	~~Sat.~~	Total
Day		East-		West-					
Hour of Day		bound		bound					
A. M.	12-1								
	1-2								
	2-3								
	3-4								
	4-5								
	5-6								
	6-7	460		1452					
	7-8	1046		2074					
	8-9	1055		1366					
	9-10	819		894					
	10-11	873		867					
	11-12	615		593					
P. M.	12-1	926		880					
	1-2	994		879					
	2-3	1123		1060					
	3-4	1453		1260					
	4-5	1947		1352					
	5-6	2199		1057					
	6-7	1230		1052					
	7-8	583		538					
	8-9	574		478					
	9-10	797		395					
	10-11								
	11-12								
Automatic Recorder Total 24 Hours									
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS xxx = Time periods when 2 lanes each direction are needed.

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☑ Permanent Recorder ☐

Route or Highway No. ____________ Station No. ____________

Location 102nd Avenue Interchange Ramps

Week Beginning ____________

Day of Week		~~Sun.~~	~~Mon.~~	~~Tues.~~	~~Wed.~~	~~Thur.~~	~~Fri.~~	~~Sat.~~	~~Total~~
Day		West-bound		East-bound					
Hour of Day		on Ramp		off Ramp					
A. M.	12-1								
	1-2								
	2-3								
	3-4								
	4-5								
	5-6								
	6-7	361		56					
	7-8	574		125					
	8-9	402		115					
	9-10	278		90					
	10-11	307		87					
	11-12	219		84					
P. M.	12-1	288		117					
	1-2	255		116					
	2-3	309		124					
	3-4	360		140					
	4-5	318		208					
	5-6	319		202					
	6-7	266		123					
	7-8	149		57					
	8-9	141		90					
	9-10	97		81					
	10-11								
	11-12								
Automatic Recorder Total 24 Hours									
Axle Correction Factor									☒
Adjusted All Vehicle Total 24 Hr.									

REMARKS ____________

8893

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region I - Milwaukie
November [illegible], 1978

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: STAGE CONSTRUCTION
N. BANFIELD PROJECT
I-205

TO: HAL VERSTEEG
Head of Engineering

On October 31 you wrote regarding the difficulty of staging the construction of the N. Banfield Interchange due to the presence of heavy traffic on the Banfield Freeway. Your concluding sentence was "To repeat, lane closures to be very limited, to be off peak, to be adequately controlled, to do specific tasks, to be carefully planned and under the total control of the Resident Engineer, the protection and safety of the highway user will take precedence over contract work and schedules."

I have delayed responding to your letter until I had an hourly traffic count of the volumes on the Banfield Freeway in the area of construction. Attached you will find a summary of the traffic count taken on November 8 and 9, 1978.

I have no problem with your concept that the protection and safety of the highway user should take precedence over contract work and schedules, however, in addition to looking out for the motorist, we also have a mission to get the project constructed as swiftly and economically as we can. The more restrictions we put on the contractor, the longer it will take to accomplish the work and the more it will cost.

With that as a preamble, and with the assumption that a single lane of traffic carried through a construction area will handle 1200 vehicles per hour without problems, I find by looking at the hourly traffic count that there are blocks of time, especially east of the ramp connections to and from the freeway, during which one lane could be used by the contractor for construction. For example, westbound east of the off-ramp the traffic can be adequately handled in one lane between 9 AM and 3 PM. Likewise, eastbound west of the on-ramp traffic can be contained in one lane until 2 PM and east of the on-ramp it can be handled in one lane until 3 PM. I see no reason why, assuming that we have the contractor post a good system of signs to advise the motorist of the one-lane operation, this couldn't be done on a regular basis as the work requires.

I'm not familiar enough with the details of the project to know whether there is sufficient work on and alongside the freeway to warrant the kind of traffic handling that I am proposing. If there is, then I believe we should try to find a middle ground where the motorist is adequately served and yet the contractor is given a reasonable opportunity to get the work done. We have found in the past that sometimes our traffic handling restrictions are so severe that the contractor cannot even deliver materials to the project except at night. On the recent I-5 widening job through Tualatin, the contractor and Resident had to go to traffic pacing in order to get the job done at a reasonable time.

ELH/cr
Attachment
cc C. T. Keasey w/attachment
   Bill Tison "

Form 81-734-3000

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Summary of Traffic Count

I-80N at NE 102 Ave. Inter

Nov. 8, 9, 1978

Time	"A"	W. Bnd, east of 102nd Ave. Conn.	"B"	W. Bnd. west of 102nd Ave. Conn.	"C"	E. Bnd. West of 102nd Ave. Conn.	"D"	E. Bnd. East of 102nd Ave. Conn.
A.M. 6-7		1,452		1,813		516		460
7-8		2,074		2,648		1,171		1,046
8-9		1,366		1,768		1,170		1,055
9-10		894		1,172		909		819
10-11		867		1,174		960		873
11-12		593		812		699		615
P.M. 12-1		880		1,168		1,043		926
1-2		879		1,134		1,110		994
2-3		1,060		1,369		1,247		1,123
3-4		1,260		1,620		1,593		1,453
4-5		1,352		1,670		2,155		1,947
5-6		1,057		1,376		2,401		2,199
6-7		1,052		1,318		1,353		1,230
7-8		538		687		640		583
8-9		478		619		664		574
9-10		395		492		878		797
16 Hour Total		16,197		20,840		18,509		16,694
24 Hour Total		17,817		22,924		20,360		18,363

8893

1-205-39

STATE OF OREGON

INTEROFFICE MEMO

Technical Services — DEPT.
238-8231 — TELEPHONE

TO: A. D. OLSON
Preliminary Design Engineer

DATE: November 14, 1978

FROM: K. D. LIMBOCKER
Metro Design-Location Engineer

SUBJECT: Parkrose Water District
Conduit Crossing
N. Banfield Interchange
N.E. Failing-N.E. Hancock
[redacted]

Herewith a letter by Gary Kennen regarding cone placement on a water line conduit.

Please arrange to have this work included on the subject contract.

pq

cc Gary Kennen

1 Versteeg
2 Christensen Do
George
3 Olson adO
Terpin
Sullivan
Scott
Anderson

RECEIVED
NOV 15 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO
Beard ✓ Steudenmeyer
Cole Sample
Eriksen Watson
Heger Dorn Lou
[✓ Return] Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Done - per DNS
adO.

81-123-1397

STATE OF OREGON
Technical Services
DEPT.
238-8231
TELEPHONE

INTEROFFICE MEMO

TO: K. D. LIMBOCKER
Metro Design-Location Engineer

DATE: November 9, 1978

FROM: GARY KENNEN Gary
Metro Utilities Specialist

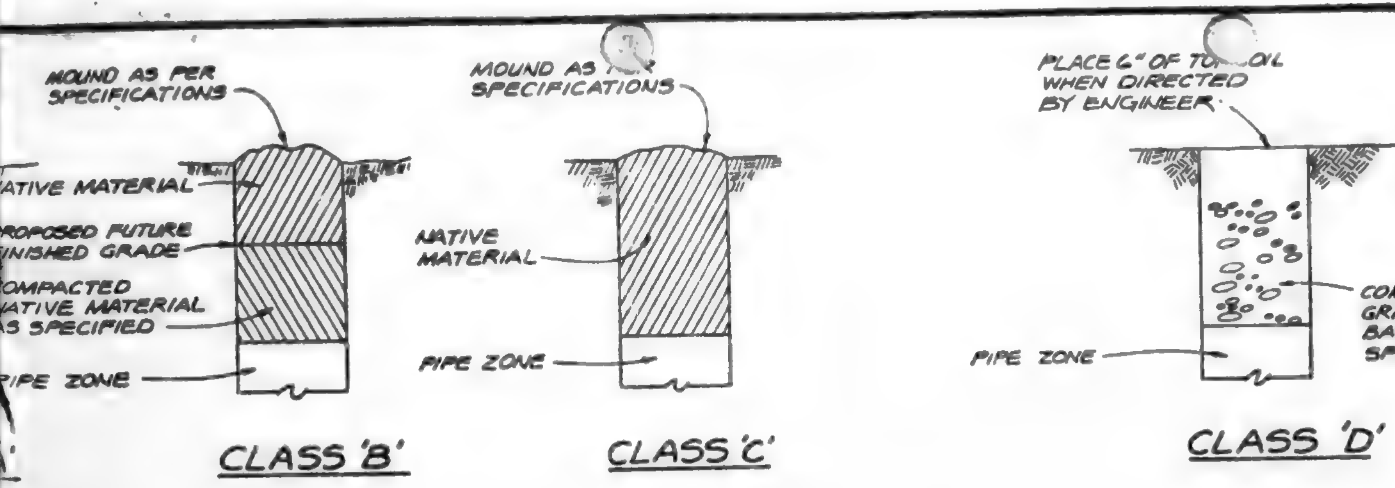
SUBJECT: Parkrose Water District
Conduit Crossing
North Banfield Interchange
NE Failing - NE Hancock St. Section
East Portland Freeway

In designing the waterline crossing, it was felt that access manholes to the conduit crossing should not have the eccentric cones placed for fear of damage during our grading operations. An agreement was made with the water district that the cones would be placed on the manholes by the state when the drainage work was being done in this area.

Notice that the contract that we are going to award in February includes the drainage for this section. This would seem to be the opportune time to place these cones. This could either be done as a bid item or as extra work. I would suggest that this item be added to the plan sheet. The enclosed sketch shows the location of these manholes. Also enclosed is a detail from the plan sheets that CH2M Hill prepared showing the type of manhole cone and the type of cover required.

pq

cc J. Cartwright


MOUND AS PER SPECIFICATIONS
…ATIVE MATERIAL
…ROPOSED FUTURE …INISHED GRADE
…COMPACTED …NATIVE MATERIAL …AS SPECIFIED
…IPE ZONE
MOUND AS P… SPECIFICATIONS
NATIVE MATERIAL
PIPE ZONE
PLACE 6" OF TOPSOIL WHEN DIRECTED BY ENGINEER
COMPACTED GRANULAR BACKFILL AS SPECIFIED
PIPE ZONE

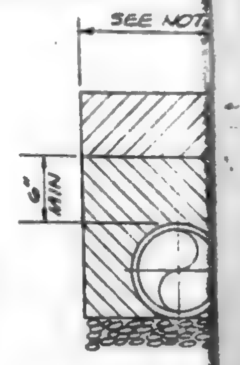
CLASS 'B'

CLASS 'C'

CLASS 'D'

TRENCH BACKFILL ABOVE PIPE ZONE

NTS

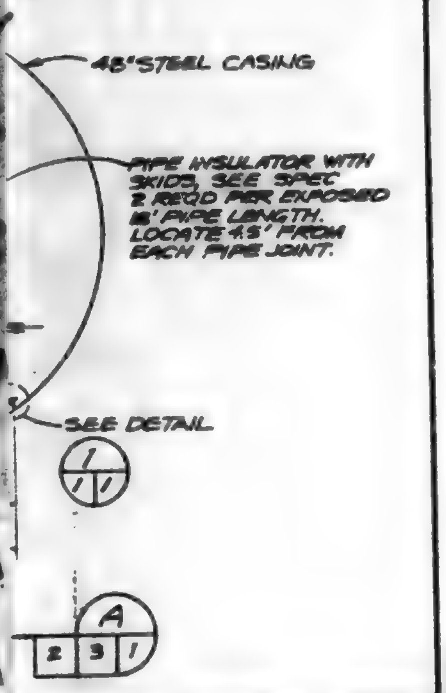

SEE NOT…
6" MIN

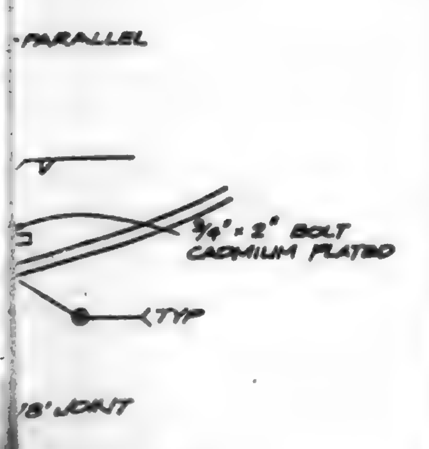
NOTES:

1. MINIMUM WIDT… SMALLER, 3'-…
2. MINIMUM WIDT… 8'-0"

PIPE…

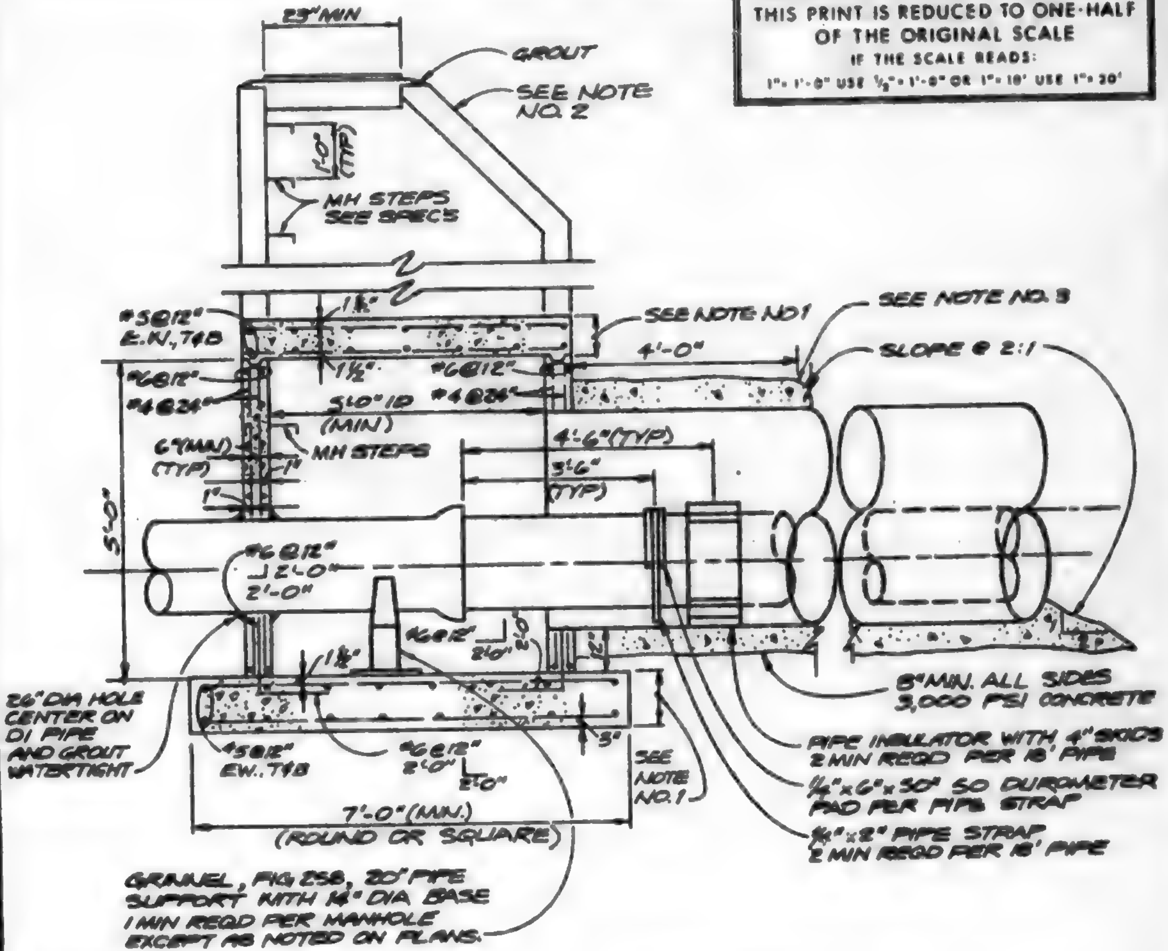
NTS


48" STEEL CASING
PIPE INSULATOR WITH SKIDS, SEE SPEC 2 REQD PER EXPOSED 18' PIPE LENGTH. LOCATE 4.5' FROM EACH PIPE JOINT.
SEE DETAIL
1
1 1
A
2 3 1


-PARALLEL
3/4" × 2" BOLT CADMIUM PLATED
TYP
18' JOINT

…AIL 1

1 1


23" MIN
GROUT
SEE NOTE NO. 2
1'-0" (TYP)
MH STEPS SEE SPECS
#5@12" E.W., T&B
1½"
SEE NOTE NO 1
SEE NOTE NO. 3
4'-0"
SLOPE @ 2:1
#6@12"
#4@24"
1½"
#6@12"
#4@24"
5'-0" ID (MIN)
6"(MIN) (TYP)
MH STEPS
1"
1"
4'-6"(TYP)
3'-6" (TYP)
5'-0"
#6@12" 2'-0" 2'-0"
#6@12" 2'-0"
1½"
26" DIA HOLE CENTER ON DI PIPE AND GROUT WATERTIGHT
#5@12" EW., T&B
#6@12" 2'-0" 2'-0"
5"
SEE NOTE NO.1
7'-0" (MIN.) (ROUND OR SQUARE)
8" MIN. ALL SIDES 3,000 PSI CONCRETE
PIPE INSULATOR WITH 4" SKIDS 2 MIN REQD PER 18' PIPE
1/4" × 6" × 30" 50 DUROMETER PAD PER PIPE STRAP
1/4" × 2" PIPE STRAP 2 MIN REQD PER 18' PIPE
GRINNEL, FIG 258, 20" PIPE SUPPORT WITH 14" DIA BASE 1 MIN REQD PER MANHOLE EXCEPT AS NOTED ON PLANS.

THIS PRINT IS REDUCED TO ONE-HALF OF THE ORIGINAL SCALE
IF THE SCALE READS:
1" = 1'-0" USE ½" = 1'-0" OR 1" = 10' USE 1" = 20'

NOTES:

1. TOP & BOTTOM SLAB THICKNESS: MANHOLE STA 1+51.9 - 8", ~~[illegible]~~ ALL OTHER MANHOLES - 12"
2. MANHOLE AT STA 1+51.9 SHALL INCLUDE INSTALLATION OF 60" DIAMETER PRECAST MANHOLE SECTIONS & ECCENTRIC CONE WITH VANDAL-PROOF COVER. APPROXIMATE ELEVATION AT GROUNDLINE - 214.0. CONSTRUCT PRECAST MANHOLE SECTIONS & ECCENTRIC CONE ALIKE IN CONFORMANCE WITH ASTM C478. MINIMUM OF 4" WALL THICKNESS & SHALL BE REINFORCED WITH STEEL.

NOTES: (CONT)

3. ENCASE STEEL CASINGS AS SHOWN AT ALL MANHOLES EXCEPT MANHOLE AT STA 1+51.9.
4. MANHOLES SHALL NOT BE BACKFILLED UNTIL CYLINDERS INDICATE FIELD STRENGTH OF CONCRETE IS 3,000 PSI.
5. SHOP DRAWINGS & DESIGN CALCULATIONS OF EACH MANHOLE ARE TO BE SUBMITTED & APPROVED BY THE ENGINEER BEFORE CONSTRUCTION.
6. ALL MANHOLES TO BE HORIZONTALLY CENTERED ON STEEL CASING.

DETAIL 2

NTS

2 3 1

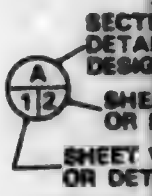
3/4" × 2" BOLT CADMIUM PLATED
20" DI PIPE
THRUST RESTRAINT SIZE SHOWN ON PLANS
EMBED 2½" × … STEEL STRAP … OF 3'-0" IN CO…

TYPICAL V…

NTS

GENERAL NOTES:

1. PLACE THRUST BLOCKI… ACCESSIBLE FOR REPA…
2. ALL VALVE BOXES SHO… IN STANDARD DETAIL …
3. INSTALL 30" LONG D.… VALVES. ELBOWS THAT… SHALL BE 18" LONG…
4. SEE SPECIFICATIONS… COPIES OF GENE DRI…
5. THERE SHALL BE A 12… STA.7+67.40 FOR FL…


SECT…
DETA…
DESIG…
A
1 2
SHE…
OR …
SHEET …
OR DET…

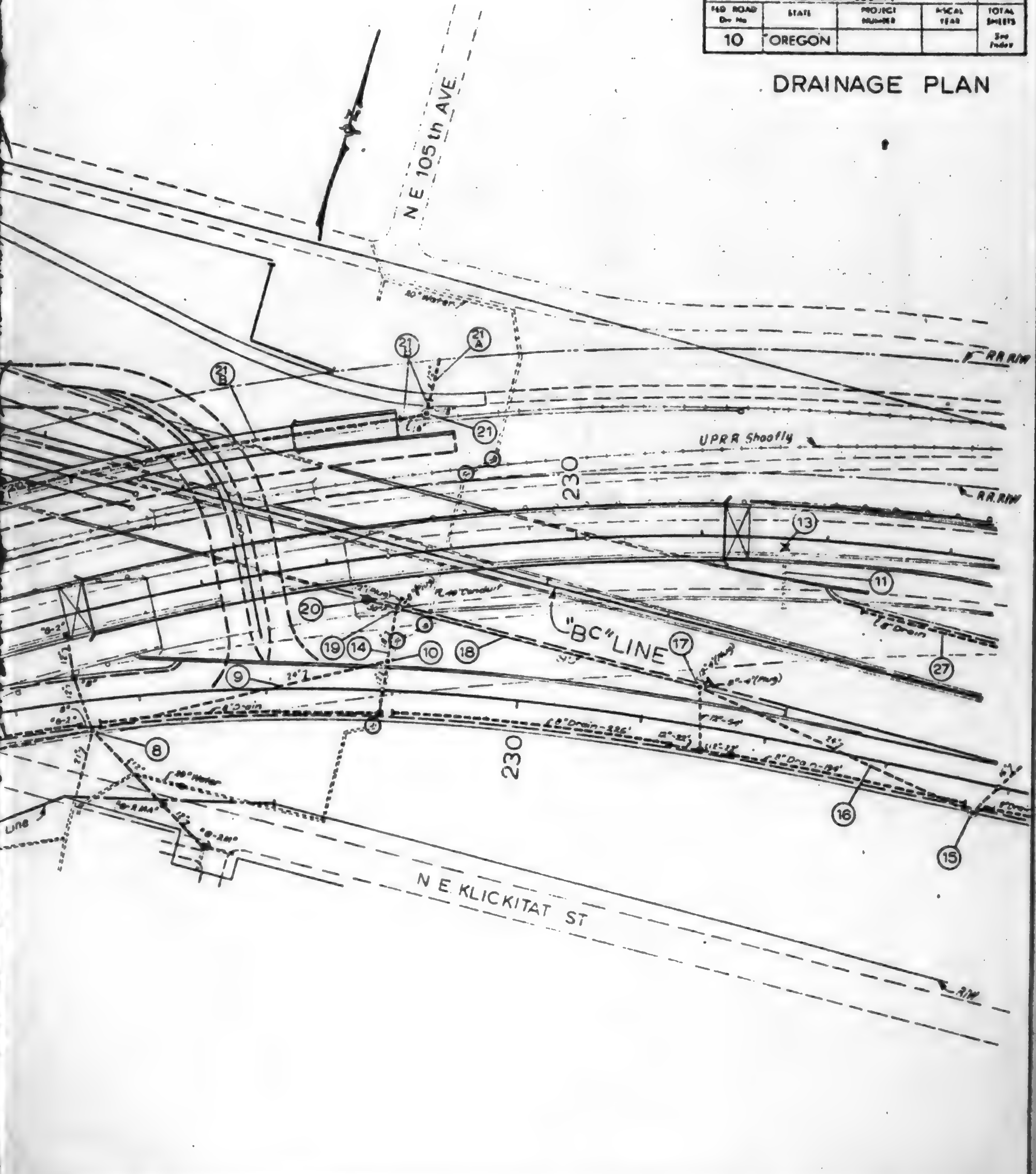
SECTION…

CH2M HILL					
DES. TAC					
DR. SAC					
CHK. TAC					
APPD. RLF	NO.	DATE	REVISION	BY	APPD.

R.2E., W.M.

N.E. FAILING ST.-N.E. HANCOCK ST. (N. BANFIELD INTCHGE.) SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 7B
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

DRAINAGE PLAN



N E 105th AVE
RR R/W
UPRR Shoofly
RR R/W
230
"BC" LINE
230
N E KLICKITAT ST
R/W
Line
21 B
21
21 A
21
20
19
14
10
18
17
13
11
27
9
8
16
15

8893

I-205

Salem, Oregon
October 31, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

E. L. Hardt
Region 1 Engineer

Stage Construction
North Banfield
I-205

The North Banfield project is a very complex stage construction project. It will be very difficult to maintain traffic on the Banfield while at the same time doing grading work, constructing walls, structures, paving, etc.

The basic concept in handling traffic will be to have four lanes of traffic on the Banfield at all times with slight modification. With adequate planning and traffic control, limited lane closures can be considered during off peak hours to accomplish specific construction tasks that cannot be handled any other way.

To repeat lane closures to be very limited, to be off peak, to be adequately controlled, to do specific tasks, to be carefully planned and under the total control of the Resident Engineer, the protection and safety of the highway user will take precedence over contract work and schedules.

JHV:jh
cc: Duane Christensen
Jack Sullivan

8893

9

STATE OF OREG

INTERO CE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: October 24, 1978

SUBJECT:

N.E. Failing St.-N.E. Hancock St.
(N. Banfield Interchange)
East Portland Freeway
Multnomah County

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

NOTED
E. S. HUNTER

Insufficient lead time and detour information is available to allow developing the design, plans and specifications for construction illumination details for the subject project. The construction illumination should therefore be designed and installed by the contractor. In the very near future we will provide you with the necessary specifications to be included in the bidding documents. They will include length of project, minimum roadway illumination level, et cetera.

Apparently the illumination configuration will require changing several times during the life of the project to accommodate the various re-routings of traffic. It is our understanding that the final configuration installed by the contractor is to remain in place upon completion of the project.

RWE:dh

cc E. S. Hunter
J. H. Versteeg
G. J. Ballard

RECEIVED
TECHNICAL SERVICES
OCT 24 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9-27-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(67)312

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. 80412

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 9-29-78

DATE AUTHORIZATION EFFECTIVE 9-29-78

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

N.E. Failing St.-N.E. Hancock St. (N. Banfield Interchange)

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $19,308,423 - Federal Funds $17,806,226.

Swan
10-6

DATE 9-29-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8893

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 20, 1978

FILE:

DNStoudenmeyer
FROM: D. N. Stoudenmeyer

SUBJECT: NE Failing St.-NE Hancock St.
(N. Banfield Interchange)
East Portland Freeway
Multnomah County

TO: MEMO TO THE FILES

✓ Versteeg ✓
Christensen
George
Olson
Terpin ✓
Sullivan Jcs
Scott
Andersen

Trout

Art ✓
✓ Paul - file copy
O.D

RECEIVED
OCT 23 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

A meeting was held the afternoon of October 19, 1978 on the subject project. The following were in attendance:

E. L. Hardt, Region 1
Marion Craft, Region 1
Jerry Backstrand, Structures
John Tindall, Structures
Ken Limbocker, Metropolitan Branch
John Hanks, Traffic
Roger Trygstad, Railroad & Utilities
D. O. Christensen, Final Design
Lyle Watson, Final Design
Norm Henry, Final Design
Jerry Miller, Final Design
D. N. Stoudenmeyer, Final Design
Bill Beard, Final Design
Adrian Olson, Preliminary Design
Paul Galloway, Specs
Jack Sullivan, "

The general construction features were discussed with special emphasis on stage construction.

Region brought up the problem of a previous contractor still working in the area when this contract will be let. Region will check and see what the situation is and some adjustment will have to be made on this new contract.

The sign bridge on the Banfield at the "EN" structure has to be moved during construction and replaced upon completion. It was determined the signs will be handled by a combination of ground mounting and placement on the 102nd Avenue structure during construction.

Traffic is going to analyze more closely what hours the Banfield can be reduced to two lanes for construction work.

Temporary lighting during construction was discussed and the Structures Section will be requested to provide an illumination design to be included in the contract.

The bikeway structure in the Maywood area was suggested for inclusion in this contract. The Structures Section will check and see if it can be gotten ready in time for this contract.

DNS:ab
cc: E. L. Hardt
Marion Craft
Jerry Backstrand
John Tindall
Ken Limbocker
John Hanks
Roger Trygstad
D. O. Christensen
Lyle Watson
Norm Henry
Jerry Miller
D. Stoudenmeyer
Bill Beard
Adrian Olson
Cliff Christiansen, FHWA

8893 1-205-39

Salem, Oregon
October 20, 1978

by D. Stoudenmeyer
D. O. Christensen
Final Design Engineer

Robert W. Ellison
Building & Foundation
Design Engineer

NE Failing St.-NE Hancock St.
(N Banfield Interchange)
East Portland Freeway
Multnomah County

Temporary construction lighting will be required on the subject project. Please prepare the necessary design and forward to this office for inclusion in the contract plans.

DNS:ab

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OCT 23 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

Trout

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Action:

8893

1-205-39

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 9, 1978

Duane O. Christensen
Final Design Engineer

L. L. Wallace
Bridge Design Engineer

NE Failing-NE Hancock
(N. Banfield Interchange)
East Portland freeway
Multnomah County

Please design a High-Dro attenuator in the gore area for the east bound exit ramp to NE 102nd Avenue of the Banfield Highway. This type of attenuator was requested by Maury Payne, District Engineer, because he has adequate replacement parts.

Verbal approval has been obtained from F.H.W.A. to include it in the subject section.

✓ Versteeg
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

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OCT 0 9 1978
ENGINEERING SECTION

Trout
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Bring Up ___/___/___
Action

LKW:ab
cc: Glenn Hossner, FHWA
R. N. Bothman
E. L. Hardt
Maury Payne

8893

I-205-39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 21, 1978

FILE:

FROM: Jack Sullivan Jack
Specifications Engineer

SUBJECT: NE Failing St.-NE Hancock St.
I-205

TO: Tom Schwab
Transportation Analysis Engineer

As discussed with you by phone on September 20th, please provide us with traffic data and recommendations for lane closures on the Banfield Freeway for this project. The Special Provisions will provide information to prospective bidders when lane closures may be permitted.

This project is presently scheduled for a January 25, 1979, bid opening. It's proposed to advertise this project about six weeks prior to bid opening. Thus, we would need the data by November 17.

JS:ab
cc: Hal Versteeg
Duane O. Christensen

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 21 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

F893

1-205-39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 18, 1978

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: N. Banfield Interchange
"EN" Structures
East Portland Freeway
Multnomah County

Contract plans are being prepared on the named section for a February 22, 1979, contract letting.

The "EN" alignment goes under the Banfield Freeway and the Union Pacific Railroad which requires a rigid frame structure. During the construction of this structure, the railroad will be moved over to the shoo-fly line, which is under contract.

During stage construction the horizontal distance from the centerline of the shoo-fly line to edge of structure will be 7± feet. Structures Section have plans prepared for an early submittal to the P.U.C. and railroad.

1 Versteeg ✓
Christensen DOC ✓
George
Olson
Terpin
2 Sullivan ARHB
Scott
Savage

RECEIVED
AUG 21 1978
ENGINEERING SECTION

Trout
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Bring Up / /
Action

DOC:ab
cc: R. N. Bothman
Walt Hart
E. L. Hardt
Roger Trygstad

DOC 7+ is questionable ft

8893

1-205-39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 18-2

INTER-OFFICE CORRESPONDENCE
January 11, 1978
Salem OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: I-205--Banfield Intchge. Section
"EN" Tunnel-State's Construction

TO: J. H. Versteeg
Road Design Engineer

BUILDING

I have reviewed the letter written January 5, 1978 by K. D. Limbocker regarding the summary of the steps to be taken in the construction of the EN Tunnel on the North Banfield Interchange. Lyle Watson has reviewed those phases of this stage construction which affect the property of Union Pacific Railroad Company. While in Portland Friday, January 6, I discussed some of these aspects with Bob Orr, Public Project Engineer of Union Pacific Railroad Company, sounding him out as to their acceptability by Union Pacific.

Stage 2b calls for the stockpiling of 4900 cubic yards for backfill of the EN Tunnel upon completion. Mr. Orr indicated that Union Pacific Railroad Company would not object to the utilization of their right of way as a storage area provided the stockpile material was kept at least 20 feet from the centerline of the shoofly alignment.

Under Stage 4a, the relocation of Hancock Driver again which would be partially on Union Pacific Railroad right of way would require a temporary easement from the Union Pacific Railroad Company. Mr. Orr Has indicated that he does not feel this would be objectionable to Union Pacific. As soon as drawings are complete by Mr. Watson indicating these two encroachments on UP right of way, I will forward them to Union Pacific for their formal review. I do not anticipate any major problems presented by Union Pacific Railroad Company in this proposal.

In order to keep Union Pacific Railroad fully informed as to our intentions and reasoning for the scheduling of the work in the manner outlined. I am forwarding a copy of Mr. Limbocker's memo to Bob Orr so that he may fully understand the complexities of the construction of the EN Tunnel.

JEC:de
cc: K. D. Limbocker
Jerry Backstrand
Lyle Watson
Jerry Miller
D. L. Peterson

1 Versteeg ✓
Jh copy Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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JAN 12 1978
ENGINEERING SECTION

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1-205-39

STATE OF ORE[illegible]
DEPARTMENT OF TRANSPORTATION

INTER[illegible]CE MEMO
Metropolitan Branch

REFERRED TO
Beard
Dorn
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Sample
Eriksen
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Hager
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

TO: J. H. VERSTEEG
Road Design Engineer

DATE: January 5, 1978

FROM: KEN D. LIMBOCKER
Design Engineer

SUBJECT: I-205 - Banfield Interchange
"EN" Tunnel - Stage Construction

Jerry Backstrand (Bridge Design), Lyle Watson and Jerry Miller (Salem Design), and Ken Limbocker and Leon Sage (METRO Design) met December 29, 1977 in METRO's large conference room to discuss the subject project. In this summary, numbers in parenthesis refer to the attached vicinity map.

PRELIMINARY

A. The UPRR Shoofly (7) will be complete and operating.
B. Construct "SW-102" sound wall (9). The northend of this wall may be delayed or replaced by a temporary wooden wall to allow more room for construction of the Stage 1 detour (1).
C. The "EN" overcrossing "NE" structure (8) may be needed as a haul road in the later stages and should be scheduled accordingly.

STAGE 1 - Banfield (I-80) traffic is on existing alignment

1a. Construct a haul road (4) paralleling the Banfield Freeway and connecting the 102nd offramp (3) and the haul road paralleling Fremont Street (5).
1b. Close the 102nd offramp (6) and use as haul road. This closure should be preceded by appropriate advertising and signing at least 1 week prior to construction. An alternate plan is to close this ramp during off peak hours only.
1c. Construct Stage 1 detour (1). Use 1½:1 or steeper slopes and possibly sheet piling at north end of detour to avoid the necessity of a temporary wall.
1d. Remove haul road extension (4).

STAGE 2 - Banfield (I-80) traffic is on Stage 1 detour

2a. Move traffic to Stage 1 detour (1).
2b. Excavate hole for tunnel structure Phase 1 (10). Stockpile (13) 4,900 cubic yards for backfill and use remaining material for Stage 2 detour (2).
2c. Construct tunnel structure Phase 1. Backfill tunnel and complete State 2 detour (2) paving and install guardrail.

Jerry Rian reviewed -
looks ok to him

1 Versteeg
2 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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copies to Watson & Miller

81-125-1387

STAGE 3 - Banfield (I-80) traffic is on Stage 2 detour

3a. Move traffic to Stage 2 detour (2).
3b. Relocate Hancock Drive (14).
3c. Move UPRR to original and final alignment. Remove Shoofly (7).
3d. Construct tunnel structure Phase II (11).

STAGE 4 - Banfield (I-80) traffic on Stage 2 detour

4a. Relocate Hancock Drive again (15). This relocation will be partially on UPRR right-of-way to avoid extending the tunnel structure Phase II (11) approximately 10 feet.
4b. Construct the "EN" line between the tunnel and the "EN" overcrossing "NE" structure (8).
4c. Construct tunnel structure Phase 3 (12) including wingwalls. Use excavated material Backfill to northend of Stage 1 detour (1) to 2:1 slopes. Haul excess material out on haul road now available through tunnel.

STAGE 5 - Banfield (I-80) traffic is on final alignment

5a. Move traffic to original (final) alignment.
5b. Construct "EN" line east of Banfield Freeway, including widening eastbound Banfield for 10-foot shoulder. Haul material through tunnel.
5c. Complete north end of sound wall "SW-102" (9).

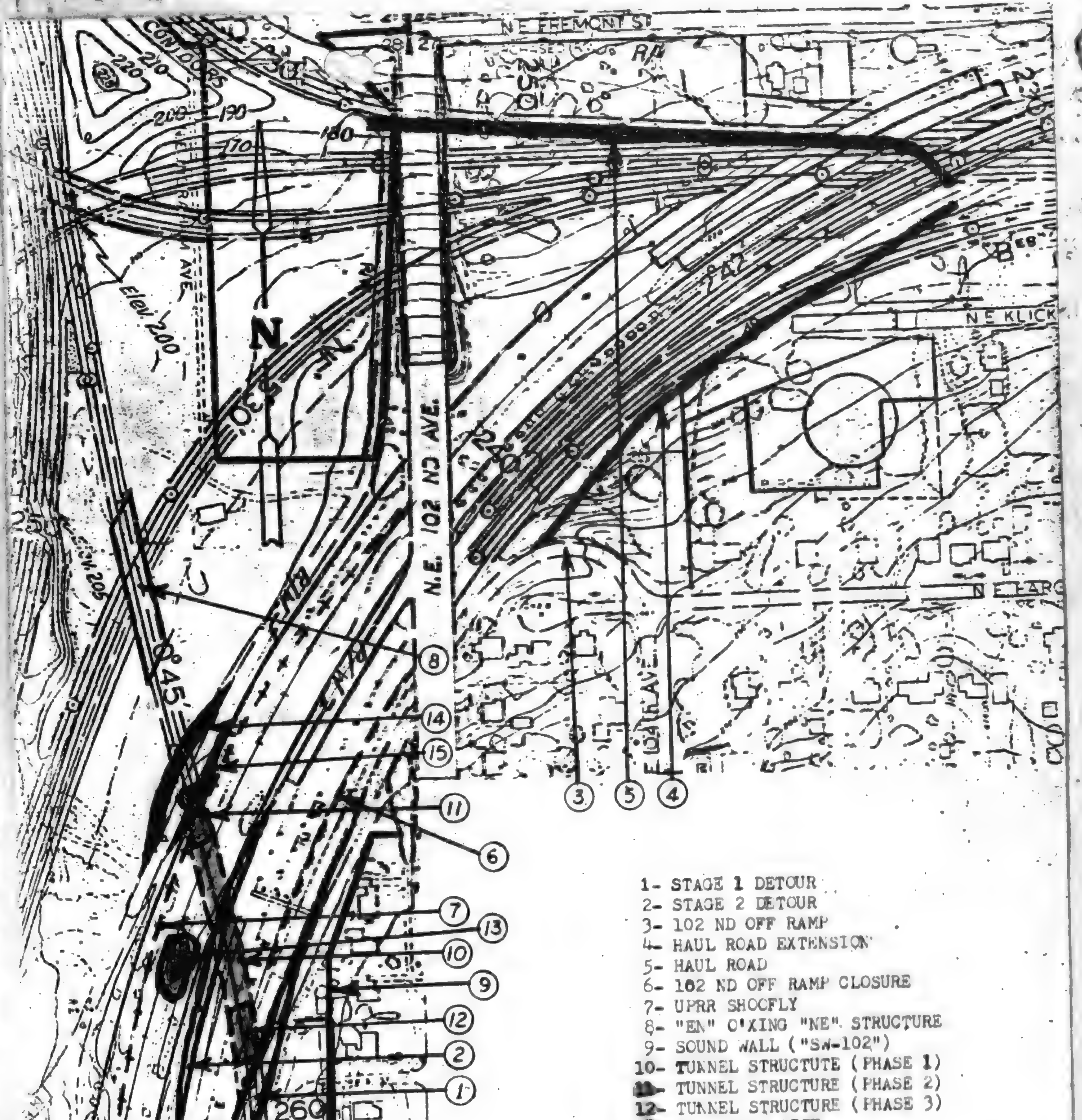
SUMMARY OF DESIGN CONSIDERATIONS

1. Determine minimum horizontal clearance and maximum skew angle for tunnel structure Phase 1 (10) for design of Stage 1 and Stage 2 detours. (Jerry Backstrand)
2. Advertise and sign for closure of 102nd offramp (6) at least one week in advance of construction. This closure has been discussed with Dennis Peterson, METRO Traffic Engineer, and Oliver Domreis, Director, Division of Public Works, Multnomah County. Neither saw, at this time, any problem with this temporary closure as alternate routes are available at Halsey Street and 122nd Avenue.
3. ✓ Schedule construction of Stage 1 detour (1) when haul road (5) is available to avoid hauling on city streets.
4. On north end of Stage 1 detour (1) use 1½:1 or steeper slopes and possibly sheet piling to avoid necessity of a temporary wall.
5. Use all the excavation from tunnel structure Phase 1 (10) for backfill and Stage 2 detour (2) to avoid hauling across UPRR trades and Hancock Drive.
6. Relocation of Hancock Drive (15) in Stage 4 requires construction on UPRR right-of-way to avoid extending the tunnel. Will an easement be required?

7. Stage 4 and 5 require hauling through the tunnel and over the "EN" overcrossing "NE" structure. Will this require legal haul?

LS:ja
ODOT

Attachment
cc: Jerry Backstrand
Lyle Watson
Jerry Miller
D. L. Peterson
Jim Chidsey
Oliver Domreis


N E FREMONT ST
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180
170
N
Elev. 200
Elev. 205
AVE
N.E. 102 ND AVE.
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NE KLICK
NE HARG
E 104TH AVE
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15

1- STAGE 1 DETOUR
2- STAGE 2 DETOUR
3- 102 ND OFF RAMP
4- HAUL ROAD EXTENSION
5- HAUL ROAD
6- 102 ND OFF RAMP CLOSURE
7- UPRR SHOCFLY
8- "EN" O'XING "NE" STRUCTURE
9- SOUND WALL ("SW-102")
10- TUNNEL STRUCTUTE (PHASE 1)
11- TUNNEL STRUCTURE (PHASE 2)
12- TUNNEL STRUCTURE (PHASE 3)
●- STOCKPILE SITE
14- RELOCATE HANCOCK DRIVE
15- RELOCATE HANCOCK DR. AGAIN

1979 Halfway Sec. (7 city sts.) 8894
in City of Halfway
(Paving)

C&a 5548   1-19-76

C&A 6236   8-29-77

8894

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-8-81	CC 81-17		301-1441-295 301-1951-295 301-1099-295

BILL TO: Code:

City of Halfway
City Hall
Halfway, Oregon 97834
Attn: Mayor Walter L. Butler

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 7 Streets (Bell, Kellog, Claude, Center, Commercial, Main and Powell) in Halfway. This is a combination SCA Funds and OFF SYSTEM Funds, Project No. SOS-0102(1)			
Total Cost of Project			$76,529.13
Less SOS Funds			60,088.39
Less SCA Funds			16,440.74
NO COST TO CITY			-0- -0-
(Please send copy of itemized statement with billing)			

Advance Deposit Amount From SCA $ 18,345.00
Advance Deposit Previously Transferred to Highway Fund $ 14,345.00
Balance $ 4,000.00
Transfer to Highway Fund $ 2,095.74
Refund Due $ 1,904.26
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC 1304 & CC 2007

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

SP*35736-734

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-8-81	CC 81-17		301-1099-295

BILL TO: Code:

Oregon State Highway Division
Ledger & Revenue
Transportation Building
Salem, Oregon 97310

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 7 Streets (Bell, Kellog, Claude, Center, Commercial, Main and Powell) in Halfway. This is a combination SCA Funds and OFF SYSTEM Funds. Project No. SOS-0102(1)			

Advance Deposit Amount $ 18,345.00
Advance Deposit Previously Transferred to Highway Fund $ 14,345.00
Balance $ 4,000.00
Transfer to Highway Fund $ 2,095.74
Refund Due SCA $ 1,904.26

Amount Due $

Partial or final request for billing FINAL

Submitted by: Harold Reynoldson
Harold Reynoldson

Number of the previous request in connection with this service. CC 1304 & CC 2007

Approved: D E Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 5-8-81

CITY HALFWAY **Contract No.** 8894 **Date Completed** 7-11-79

PROJECT # SOS-0102(1) **Section** 7 Streets in the City of Halfway

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E. Costs	
Prior to SOS Funding	$ 1,975.00
SOS Funding	11,096.53
TOTAL PE COSTS	$13,071.53

Federal Participation in $11,096.53 is $7,877.87

By using the SCA Agreement with Cities, Halfway's cost of PE will be:

$$\begin{array}{r} \$70,838.62 \\ -40,000.00 \\ \hline \$30,838.62 \end{array} \qquad \frac{\$30,838.62}{\$70,838.62} \times \$13,071.53 = \$5,690.51$$

Federal Funds for City PE (SOS Fund) $\frac{\$30,838.62}{\$70,838.62} \times \$7,877.87 = \$3,466.26$

City's Share of PE Costs (SCA Funds) $ 2,224.25

State's Share of PE Costs

$$\frac{\$40,000.00}{\$70,838.62} \times \$13,071.53 = \$7,320.06$$

Federal Funds for State's Share of PE Costs (SOS Funds)

$$\frac{\$40,000.00}{\$70,838.62} \times \$7,877.87 = \qquad \$ 4,411.61$$

State Share of PE Costs (State Share) $ 2,908.45

Construction Costs:	
Payment to Contractor	$67,999.98
Engineering - Consultant	3,789.87
- State	573.34
- Audit	650.43
Liquidated Damages	-2,175.00
TOTAL CONSTRUCTION COST	$70,838.62
Project Cost to Halfway	$76,529.13
Less SOS Funds to City	60,088.39
Less SCA Funds	16,440.74
NO COST TO THE CITY	$ -0- -0-

Reference: **Billing Form** CC 81-17

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Halfway Section **Seven City Streets** **Baker County**					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 231.67	
	Hanley Engineering	Lump Sum			8,950.00	
	Total Preliminary Engineering				$ 9,181.67	
	Construction					
	Type Code 6201					
	Roadway (Seven City Streets)					
	Final Contract Payment Summary	Lump Sum			67,805.28	
	Construction Engineering					
	State	All Required			362.88	
	Liquidated Damages	Lump Sum			(2,175.00)	
	Total Participating Construction				$(1,812.12)	
	Total Participating Costs				$75,174.83	
	Nonparticipating Items					
	Interest on Final Contract Payment	All Required			~~194.70~~	4845.46
	~~Preliminary~~ Engineering	All Required			1,914.86	
	Total Nonparticipating Costs				~~$ 2,109.56~~	6,760.32
	TOTAL PROJECT COSTS				~~$77,284.39~~	81,935.15
	Prepared based on Participating Costs as shown on Federal Billing as of 1/15/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Orégon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-0102(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-21-78 To: 12-19-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Limited to $64,500		
$77,284.39	$75,174.83	85.80%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		1/27/81
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
TOTAL TO DATE JOB COST SUMMARY
                                                                                      FEBRUARY 1981

DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH          FISCAL
                                                                                        YEAR TO DATE

  HALFWAY SEC-CITY OF HALFWAY   CONT NO 8894 * FA PROJ NOS SOS 102001 100
                                   301    1099      201       00 P 1
                                   301    1099      203       00 P 1
                                   301    1099      206       00 N 1
                                   301    1099      295       00 N 9
                                   301    1099      296       00 N 9                        507.13CR
                                   301    1099      298       00 N 9                        507.13
                                   301    1099      900       00 P 1  Eng     6.78CR        118.30CR
                                   301    1099      900       00 N 1            6.78        125.08
                                   301    1099      900       01 P 1                         11.03CR
                                   301    1099      900       01 N 1                         11.03
                                   301    1099      904       00 N 1  Consultant          3,789.87
                                   301    1099      915       00 N 1  Audit                 650.43
                                   301    1099      920       00 P 1                         39.91CR
                                   301    1099      920       00 N 1  Proj. Mgt              39.91
                                   301    1099      948       00 N 1  Acct   11.94           11.94
                                                    TOT       P1              6.78CR        169.24CR
                                                    TOT       N1             18.72        4,628.26
                                                 ** JOB TOTALS **            11.94  **    4,459.02

  NW 9 AT BUCHANAN IN CORVALLIS CONT NO 8298 * FA PROJ NOS HHS 245001 100
                                   302    1084      201       00 P 1
                                   302    1084      201       00 N 1
                                   302    1084      203       00 P 1
                                   302    1084      203       00 N 1
                                   302    1084      285       02 P 1
                                   302    1084      295       00 N 9       696.60              696.60
                                   302    1084      296       00 N 9       696.60CR            696.60CR
                                   302    1084      298       00 N 9
                                   302    1084      299       00 N 9
                                   302    1084      900       00 P 1
                                   302    1084      900       00 N 1
                                   302    1084      900       01 P 1
                                   302    1084      915       00 P 1
                                   302    1084      920       00 P 1
                                   302    1084      950       00 P 1
                                   302    1084      985       00 P 1
                                                    TOT       P1
                                                    TOT       N1
                                                 ** JOB TOTALS **                   **           *

  PHILOMATHPVPROJ PMS000S(90)   CONT NO        FA PROJ NOS PMS 005090 100
                                   302    1096      296       00 N 9                          16.46CR
                                   302    1096      298       00 N 9                          16.46
                                   302    1096      920       00 P 1                          16.46
                                                    TOT       P1                              16.46
                                                 ** JOB TOTALS **                   **        16.46  *
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FEBRUARY 1981 PAGE 161

PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
ONT NO 8894 * FA PROJ NOS SOS 102001 100								STATE	
301	1099	201	00 P 1				67,805.28 ✓	79	79
301	1099	203	00 P 1				2,175.00CR ✓	79	79
301	1099	206	00 N 1				194.70 ✓	79	79
301	1099	295	00 N 9				10,730.00	79	79
301	1099	296	00 N 9			507.13CR	67,352.13CR	79	81
301	1099	298	00 N 9			507.13	56,622.13	79	81
301	1099	900	00 P 1	Eng	6.78CR	118.30CR	362.88 ✓	79	81
301	1099	900	00 N 1	✓	6.78	125.08	147.58	80	81
301	1099	900	01 P 1			11.03CR		79	81
301	1099	900	01 N 1	✓		11.03	11.03	81	81
301	1099	904	00 N 1	Consultant		3,789.87	3,789.87	81	81
301	1099	915	00 N 1	Audit		650.43	650.43	81	81
301	1099	920	00 P 1			39.91CR		79	81
301	1099	920	00 N 1	Proj. Mgt		39.91	39.91	81	81
301	1099	948	00 N 1	Acc't	11.94	11.94	11.94	81	81
		TOT	P1		6.78CR	169.24CR	65,993.16		
		TOT	N1		18.72	4,628.26	4,845.46		
		** JOB TOTALS **			11.94 **	4,459.02 **	70,838.62 **		
ONT NO 8298 * FA PROJ NOS HHS 245001 100								STATE	
302	1084	201	00 P 1				128,858.20	76	77
302	1084	201	00 N 1				200.00	76	76
302	1084	203	00 P 1				3,078.83CR	76	80
302	1084	203	00 N 1				21.17CR	80	80
302	1084	285	02 P 1				8,876.27	73	78
302	1084	295	00 N 9		696.60	696.60	1,696.60	79	81
302	1084	296	00 N 9		696.60CR	696.60CR	159,130.96CR	75	81
302	1084	298	00 N 9				142,834.36	75	80
302	1084	299	00 N 9				14,600.00	77	77
302	1084	900	00 P 1				22,108.57	75	80
302	1084	900	00 N 1				404.56	75	80
302	1084	900	01 P 1				750.00	78	78
302	1084	915	00 P 1				208.79	76	79
302	1084	920	00 P 1				13.40	79	79
302	1084	950	00 P 1				867.03	76	77
302	1084	985	00 P 1				101.41	76	77
		TOT	P1				158,704.84		
		TOT	N1				583.39		
		** JOB TOTALS **			**	**	159,288.23 **		
ONT NO		FA PROJ NOS PMS 005090 100						STATE	
302	1096	296	00 N 9			16.46CR	16.46CR	81	81
302	1096	298	00 N 9			16.46	16.46	81	81
302	1096	920	00 P 1			16.46	16.46	81	81
		TOT	P1			16.46	16.46		
		** JOB TOTALS **			**	16.46 **	16.46 **		

```
                                                  TOT          P1
                                                  TOT          N1
                                               ** JOB TOTALS **                  **

   VARIOUS CTY STS, HALFWAY       CONT NO      * FA PROJ NOS SOS 102001 100
                                      301    1951    296       00 N 9
                                      301    1951    296       00 N 9
                                      301    1951    298       00 N 9
                                      301    1951    901       00 N 1
                                      301    1951    904       00 P 1
                                      301    1951    [illegible]  00 P 1
                                      301    1951    905       00 N 1
                                      301    1951    920       00 P 1
                                      301    1951    921       00 N 1
                                      301    1951    922       00 P 1
                                      301    1951    922       00 M 1
                                                     TOT          P1
                                                     TOT          N1
                                               ** JOB TOTALS **                  **

   OAK BALM BIRCH STS             CONT NO      * FA PROJ NOS M    000009 100
                                      301    1956    296       00 N 9
                                      301    1956    298       00 N 9
                                      301    1956    901       00 P 1
                                      301    1956    905       00 P 1
                                      301    1956    910       00 P 1
                                      301    1956    911       00 P 1
                                      301    1956    914       00 P 1
                                      301    1956    920       00 P 1
                                      301    1956    921       00 P 1


TOTAL TO DATE JOB COST SUMMARY                                                          FEBRUARY 19

DESCRIPTION OF JOB OR DEPARTMENT         PREFIX          FUNCTION   GR  CURRENT MONTH        FISCA
                                                                                          YEAR TO
                                      301    1956    922       00 P 1
                                      301    1956    922       00 N 1
                                      301    1956    922       00 P 1
                                      301    1956    923       00 P 1
                                                     TOT          P1
                                                     TOT          N1
                                               ** JOB TOTALS **                  **

   POWDER RIV BR BROADWY ST       CONT NO      * FA PROJ NOS SOS 103001 100
                                      301    1959    296       00 N 9
                                      301    1959    296       00 N 9
                                      301    1959    296       00 N 9
                                      301    1959    298       00 N 9
                                      301    1959    901       00 P 1
                                      301    1959    901       00 N 1
                                      301    1959    905       00 P 1                        535
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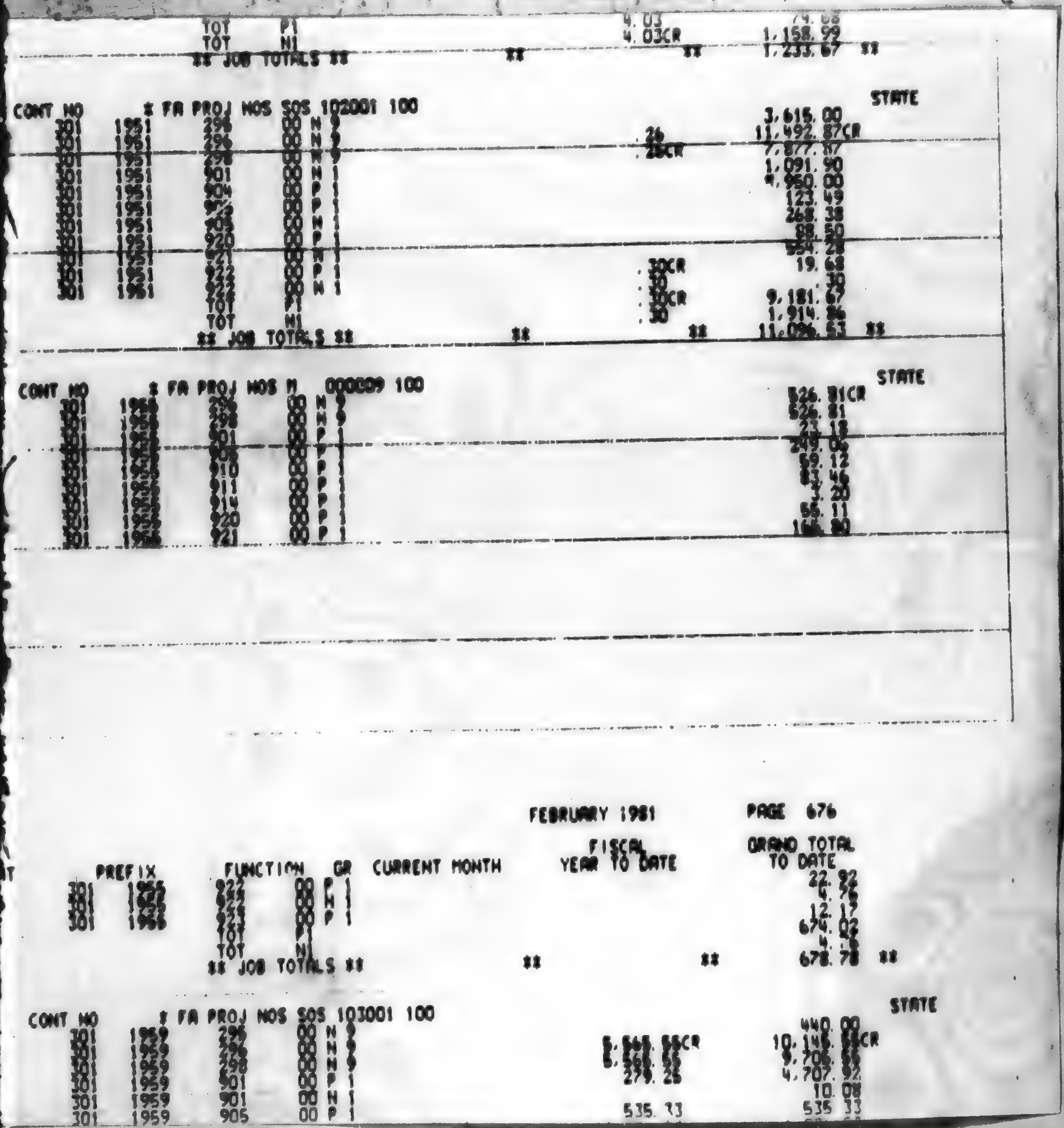


```
              TOT       P1                                           4.03         74.68
              TOT       N1                                           4.03CR    1,158.99
           ** JOB TOTALS **                  **                            **  1,233.67  **

CONT NO       * FA PROJ NOS SOS 102001 100                                                  STATE
   301    1951     296       00 N 9                                            3,615.00
   301    1951     296       00 N 9                                   .26     11,492.87CR
   301    1951     298       00 N 9                                   .26CR    7,877.87
   301    1951     901       00 N 1                                            1,091.90
   301    1951     904       00 P 1                                            4,950.00
   301    1951  [illegible]  00 P 1                                              123.49
   301    1951     905       00 N 1                                              268.38
   301    1951     920       00 P 1                                               98.50
   301    1951     921       00 N 1                                              954.28
   301    1951     922       00 P 1                                   .30CR       19.68
   301    1951     922       00 P 1                                   .30           .30
   301    1951     922       00 N 1
              TOT       P1                                            .30CR    9,181.67
              TOT       N1                                            .30      1,914.86
           ** JOB TOTALS **                  **                            ** 11,096.53  **

CONT NO       * FA PROJ NOS M   000009 100                                                  STATE
   301    1958     296       00 N 9                                              526.81CR
   301    1958     298       00 N 9                                              526.81
   301    1958     901       00 P 1                                               23.18
   301    1958  [illegible]  00 P 1                                              249.06
   301    1958     910       00 P 1                                               69.12
   301    1958     911       00 P 1                                               83.46
   301    1958     914       00 P 1                                                3.20
   301    1958     920       00 P 1                                               55.11
   301    1958     921       00 P 1                                              165.80


                                                    FEBRUARY 1981          PAGE  676

                                                          FISCAL            GRAND TOTAL
        PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE           TO DATE
   301    1956     922       00 P 1                                               22.92
   301    1956     923       00 N 1                                                4.76
   301    1956     923       00 P 1                                               12.17
   301    1956     923       00 P 1
              TOT       P1                                                       674.02
              TOT       N1                                                         4.76
           ** JOB TOTALS **                   **                           **    678.78  **

CONT NO       * FA PROJ NOS SOS 103001 100                                                  STATE
   301    1959     296       00 N 9                                              440.00
   301    1959     296       00 N 9                        5,565.55CR    10,145.[illegible]CR
   301    1959     296       00 N 9                        5,565.55       9,706.[illegible]
   301    1959     298       00 N 9                          279.25       4,707.92
   301    1959     901       00 P 1
   301    1959     901       00 N 1                                          10.08
   301    1959     905       00 P 1                          535.33         535 33
```

AUSTIN-SUMPTER CO RDS								
	212	1404	901	00	.55CR		98.75	
	212	1404	918	00	11.09		5,057.56	
	212	1404	923	00			34.16	
			** JOB TOTALS **		10.54	**	5,190.47	**
HALFWAY(BELL CLAUDE&MAIN STS)	301	1441	901	00				
	301	1441	901	00 -				
	301	1441	910	00	77.41		422.37	
	301	1441	924	00			61.36	

TOTAL TO DATE JOB COST SUMMARY

JUNE 1977

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE	
			** JOB TOTALS **		77.41	**	483.73	**
MCVEY BRIDGE (LAKE OSWEGO)	303	1403	905	00				
	303	1403	906	00				
	303	1403	914	00				
	303	1403	920	00				
	303	1403	921	00				
			** JOB TOTALS **			**		**
	303	1471	295	00			5,337.03	
	303	1471	296	00			5,337.03CR	
			** JOB TOTALS **			**		**
	303	1490	296	00				
	303	1490	299	00				
			** JOB TOTALS **			**		**
NE & SE 2ND ST-SCAPPOOSE	305	1419	905	00				
	305	1419	914	00				
	305	1419	918	00				
	305	1419	920	00				
	305	1419	921	00				
			** JOB TOTALS **			**		**
E,L & 2ND STS(COLUMBIA CITY)	305	1424	901	00	2.68CR		480.63	
	305	1424	905	00	.49		340.25	
	305	1424	910	00	4.21CR		817.70	
	305	1424	920	00	4.39		49.39	
	305	1424	921	00	1.63		251.93	
	305	1424	924	00			25.24	
			** JOB TOTALS **		.38CR	**	1,965.14	**
POWERS (FIR ST)	306	1407	901	00				
	306	1407	905	00			3.10	
	306	1407	910	00				
	306	1407	920	00				

```
212   1404   901    00                 .55CR           98.75              98.75
212   1404   918    00            11.09             5,057.56           5,057.56
212   1404   923    00                                 34.16              34.16
                 ** JOB TOTALS **  10.54  **        5,190.47  **       5,190.47  **

301   1441   901    00                                                 1,247.41
301   1441   901    00 -                                                  89.31
301   1441   910    00            77.41               422.37             576.92
301   1441   924    00                                 61.36              61.36
```

```
                                               JUNE 1977          PAGE  405

                                                  FISCAL          GRAND TOTAL
   PREFIX         FUNCTION   GR  CURRENT MONTH  YEAR TO DATE        TO DATE

                 ** JOB TOTALS **    77.41  **       483.73  **      1,975.00  **

303   1403   905    00                                                  352.70
303   1403   906    00                                                2,959.47
303   1403   914    00                                                    1.99
303   1403   920    00                                                   94.15
303   1403   921    00                                                1,345.46
                 ** JOB TOTALS **           **                 **      4,753.77  **

303   1471   295    00                             5,337.03          5,337.03
303   1471   296    00                             5,337.03CR        5,337.03CR
                 ** JOB TOTALS **           **                 **                **

303   1490   296    00                                                3,284.45CR
303   1490   299    00                                                3,284.45
                 ** JOB TOTALS **           **                 **                **

305   1419   905    00                                                  706.60
305   1419   914    00                                                    5.72
305   1419   918    00                                                    8.40
305   1419   920    00                                                   35.47
305   1419   921    00                                                  504.59
                 ** JOB TOTALS **           **                 **      1,260.78  **

305   1424   901    00              2.68CR           480.63             480.63
305   1424   905    00               .49             340.25             340.25
305   1424   910    00              4.21CR           817.70             817.70
305   1424   920    00              4.39              49.39              49.39
305   1424   921    00              1.63             251.93             251.93
305   1424   924    00                                25.24              25.24
                 ** JOB TOTALS **      .38CR**     1,965.14  **      1,965.14  **

                                                                      1,709.77
306   1407   901    00                                 3.10             803.06
306   1407   905    00                                                  143.78
306   1407   910    00                                                   31.77
306   1407   920    00
```

```
RR XING PROT-PUC              CONT NO        FA PROJ NOS
                                  099   1799     205      00                              211.
                                  099   1799     205      00 0
                                  099   1799     283      00          183,001.32          180,881.
                                  099   1799     283      00 0
                                  099   1799     283      49
                                  099   1799     285      00
                                  099   1799     915      00
                                              ** JOB TOTALS **        183,001.32   **     181,093

HALFWAY CITY ST-SCA           CONT NO        FA PROJ NOS
                                  301   1705     287      00
                                              ** JOB TOTALS **                     **

HUNINGTON-WASH ST & MONROE ST CONT NO        FA PROJ NOS
                                  301   1706     900      00                              25,000
                                              ** JOB TOTALS **                     **     25,000

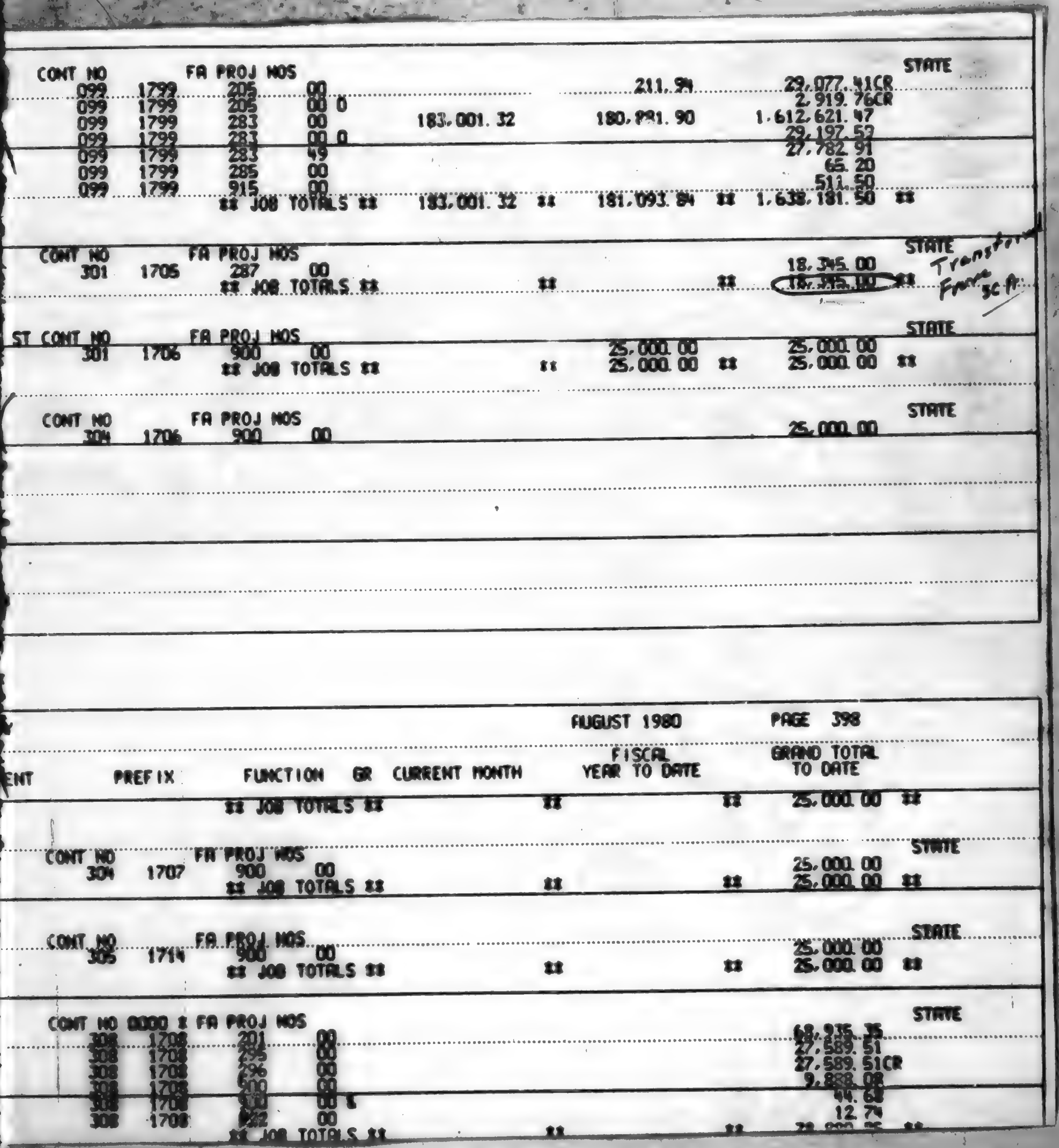
NORTH MARION-GEARHART         CONT NO        FA PROJ NOS
                                  304   1706     900      00


TOTAL TO DATE JOB COST SUMMARY                                                       AUGUST 1980
                                                                                        FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DA
                                              ** JOB TOTALS **                     **

  WARRENTON-NW 1ST ST           CONT NO        FA PROJ NOS
                                  304   1707     900      00
                                              ** JOB TOTALS **                     **

  EAST C ST-1ST/2ND RAINIER     CONT NO        FA PROJ NOS
                                  305   1714     900      00
                                              ** JOB TOTALS **                     **

  BROOKINGS(WHARF ST)SECT       CONT NO 0000 * FA PROJ NOS
                                  308   1708     201      00
                                  308   1708     295      00
                                  308   1708     296      00
                                  308   1708     900      00
                                  308   1708     900      00 *
                                  308   1708     922      00
                                              ** JOB TOTALS **                     **
```



```
CONT NO            FA PROJ NOS                                                                      STATE
     099    1799      205        00                                211.94            29,077.41CR
     099    1799      205        00 0                                                 2,919.76CR
     099    1799      283        00          183,001.32       180,881.90          1,612,621.47
     099    1799      283        00 0                                                29,197.52
     099    1799      283        49                                                  27,782.91
     099    1799      285        00                                                      65.20
     099    1799      915        00                                                     511.50
                    ** JOB TOTALS **         183,001.32  **   181,093.84   **     1,638,181.50  **

CONT NO            FA PROJ NOS                                                                      STATE
     301    1705      287        00                                                  18,345.00
                    ** JOB TOTALS **                     **                **        18,345.00  **

ST CONT NO         FA PROJ NOS                                                                      STATE
     301    1706      900        00                             25,000.00            25,000.00
                    ** JOB TOTALS **                     **     25,000.00  **        25,000.00  **

CONT NO            FA PROJ NOS                                                                      STATE
     304    1706      900        00                                                  25,000.00




                                                     AUGUST 1980           PAGE 398

                                                            FISCAL             GRAND TOTAL
ENT           PREFIX          FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                    ** JOB TOTALS **                     **                **        25,000.00  **

CONT NO            FA PROJ NOS                                                                      STATE
     304    1707      900        00                                                  25,000.00
                    ** JOB TOTALS **                     **                **        25,000.00  **

CONT NO            FA PROJ NOS                                                                      STATE
     305    1714      900        00                                                  25,000.00
                    ** JOB TOTALS **                     **                **        25,000.00  **

CONT NO 0000 X FA PROJ NOS                                                                          STATE
     308    1708      201        00                                                  68,935.35
     308    1708      295        00                                                  27,589.51
     308    1708      296        00                                                  27,589.51CR
     308    1708      600        00                                                   9,888.08
     308    1708      900        00                                                      44.68
     308    1708      900        00 S                                                    12.74
     308    1708      902        00
                    ** JOB TOTALS **                     **                **        [illegible]  **
```

Transferred From SC A.

8894

Data for [illegible] on
on SCA project are being
held by Duane Christianson in design
AR 10/1/76

3/31/75 Transferred from SCA funds #4615 Prefix PE 301-1951

CC 1804

4/24/75 Transferred from SCA #13730 - Prof 1e 301-1099

18,345

Total
301-1765 - Prior PE Costs

301-1441

CC 1304 - 301- 1951 $4615.00 -
CC [illegible] - 301-1099 $13,730.00

18,345 00

Form 734-1191 (Rev. 5/77)

8894

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-2-81	CC 81-17		301-1705-295 301-1951-295 301-1099-295

BILL TO: Code:

City of Halfway
City Hall
Halfway, Oregon 97834
Attn: Mayor Walter L. Butler

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 7 Streets (Bell, Kellog, Claude, Center, Commercial, Main and Powell) in Halfway. This is a combination SCA funds and OFF SYSTEM funds, Project No. SOS-0102(1)			
Total Cost of Project			$83,655.58
Less SOS Funds			64,500.00
Less SCA Funds			19,155.58
NO COST TO CITY			- - - -
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount From SCA	$18,345.00
Advance Deposit Previously Transferred to Highway Fund	$14,345.00
Balance	$ 4,000.00
Transfer to Highway Fund	$ 4,000.00
Refund Due	$ - - - -

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1304 & CC 2007

Amount Due $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

SP*33736-734

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by
H. S. Coulter, State Highway Engineer
Transportation Building
Salem, Oregon 97310

ate April 2, 1981

Invoice No.

P.O. No.

Crew No. 006-00

Transfer from SCA Funds to State Highway Fund for the 7 Streets in Halfway. Project No. SOS-0102(1).

$810.58

REF: 301-1705-900 (49)

APPROVED ORIGINAL SIGNED BY D. E. SWAN
D. E. Swan
Operation Programming Engineer

Date 4-3-81

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** April 2, 1981

CITY HALFWAY **Contract No.** 8894 **Date Completed** 7-11-79

PROJECT # SOS-0102(1) **Section** 7 Streets in the City of Halfway

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.	Prior to SOS Funding	$18,345.00
	SOS Funding	11,096.53
TOTAL P.E. COSTS		$29,441.53

By using the SCA Agreement with Cities; Halfway's cost of P.E. will be:

$$\begin{array}{r} \$70{,}838.62 \\ \underline{40{,}000.00} \\ \$30{,}838.62 \end{array} \qquad \frac{\$30{,}838.62}{\$70{,}838.62} \times \$29{,}441.53 = \$12{,}816.96$$

Halfway's share of P.E. Costs are: $12,816.96

Construction:	
Payment to Contractor	$67,999.98
Engineering - Consultant	3,789.87
- State	573.34
- Audit	650.43
Liquidated Damages	- 2,175.00
TOTAL COST OF CONSTRUCTION	$70,838.62
Total Cost of Project for Halway	$83,655.58
Less SOS Funds	64,500.00
Less SCA Funds	19,155.58
NO COST TO CITY	-0- -0-

Reference: **Billing Form** CC 81-17

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

1-27-81

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-0102(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-21-78 To: 12-19-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Limited to $64,500		
$77,284.39	$75,174.83	85.80%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		1/27/81
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Halfway Section Seven City Streets Baker County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 231.67	
	Henley Engineering	Lump Sum			8,950.00	
	Total Preliminary Engineering				$ 9,181.67	
	Construction Type Code 6201 Roadway (Seven City Streets)					
	Final Contract Payment Summary	Lump Sum			67,805.28	
	Construction Engineering					
	State	All Required			362.88	
	Liquidated Damages	Lump Sum			(2,175.00)	
	Total Participating Construction				$(1,812.12)	
	Total Participating Costs				$75,174.83	
	Nonparticipating Items					
	Interest on Final Contract Payment	All Required			~~194.70~~	4,845.46
	[redacted] Engineering	All Required			1,914.86	
	Total Nonparticipating Costs				~~$ 2,109.56~~	6,760.32
	TOTAL PROJECT COSTS				~~$77,284.39~~	81,935.15
	Prepared based on Participating Costs as shown on Federal Billing as of 1/15/81.					
	AMOUNT CARRIED FORWARD					

Total SCA funds transferred	$18,345.00
Amount needed for project	$14,501.99
Amount to transferred back to SCA	$3843.01

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TOTAL TO DATE JOB COST SUMMARY                                                              FEBRUARY 1981          PAGE
                                                                                                FISCAL              GRAN
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX       FUNCTION   GR  CURRENT MONTH        YEAR TO DATE             TO

   HALFWAY SEC-CITY OF HALFWAY   CONT NO 8894 * FA PROJ NOS SOS 102001 100
                                      301     1099      201        00 P 1
                                      301     1099      203        00 P 1
                                      301     1099      206        00 N 1
                                      301     1099      295        00 N 9
                                      301     1099      296        00 N 9                          507.13CR
                                      301     1099      298        00 N 9                          507.13
                                      301     1099      900        00 P 1        6.78CR            118.30CR
                                      301     1099      900        00 N 1        6.78              125.08
                                      301     1099      900        01 P 1                           11.03CR
                                      301     1099      900        01 N 1                           11.03
                                      301     1099      904        00 N 1                         3,789.87
                                      301     1099      915        00 N 1                          650.43
                                      301     1099      920        00 P 1                           39.91CR
                                      301     1099      920        00 N 1                           39.91
                                      301     1099      948        00 N 1       11.94               11.94
                                                        TOT        P1            6.78CR            169.24CR
                                                        TOT        N1           18.72             4,628.26
                                                     ** JOB TOTALS **           11.94   **        4,459.02   **

   NW 9 AT BUCHANAN IN CORVALLIS CONT NO 8298 * FA PROJ NOS HHS 245001 100
                                      302     1084      201        00 P 1
                                      302     1084      201        00 N 1
                                      302     1084      203        00 P 1
                                      302     1084      203        00 N 1
                                      302     1084      285        02 P 1
                                      302     1084      295        00 N 9      696.60              696.60
                                      302     1084      296        00 N 9      696.60CR            696.60CR
                                      302     1084      298        00 N 9
                                      302     1084      299        00 N 9
                                      302     1084      900        00 P 1
                                      302     1084      900        00 N 1
                                      302     1084      900        01 P 1
                                      302     1084      915        00 P 1
                                      302     1084      920        00 P 1
                                      302     1084      950        00 P 1
                                      302     1084      985        00 R 1
                                                        TOT        P1
                                                        TOT        N1
                                                     ** JOB TOTALS **                   **                   **

   PHILOMATHPVPROJ PMS000S(90)    CONT NO         FA PROJ NOS PMS 00S090 100
                                      302     1096      296        00 N 9                           16.46CR
                                      302     1096      298        00 N 9                           16.46
                                      302     1096      920        00 P 1                           16.46
                                                        TOT        P1                               16.46
                                                     ** JOB TOTALS **                   **          16.46   **
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                                                  FEBRUARY 1981          PAGE  161

                                                        FISCAL            GRAND TOTAL      ACTIVE YRS
      PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE           TO DATE         BEG    END

NT NO 8894 * FA PROJ NOS S05 102001 100                                                    STATE
   301      1099       201      00 P 1                                       67,805.28      79     79
   301      1099       203      00 P 1                                        2,175.00CR    79     79
   301      1099       206      00 N 1                                          194.70      79     79
   301      1099       295      00 N 9                                       10,730.00      79     79
   301      1099       296      00 N 9                          507.13CR     67,352.13CR    79     81
   301      1099       298      00 N 9                          507.13       56,622.13      79     81
   301      1099       900      00 P 1          6.78CR          118.30CR        362.88      79     81
   301      1099       900      00 N 1          6.78            125.08          147.58      80     81
   301      1099       900      01 P 1                           11.03CR                    79     81
   301      1099       900      01 N 1                           11.03           11.03      81     81
   301      1099       904      00 N 1                        3,789.87        3,789.87      81     81
   301      1099       915      00 N 1                          650.43          650.43      81     81
   301      1099       920      00 P 1                           39.91CR                    79     81
   301      1099       920      00 N 1                           39.91           39.91      81     81
   301      1099       948      00 N 1         11.94             11.94           11.94      81     81
                       TOT      P1              6.78CR          169.24CR     65,993.16
                       TOT      N1             18.72          4,628.26        4,845.96
                 ** JOB TOTALS **              11.94   **     4,459.02  **   70,838.62  **

NT NO 8298 * FA PROJ NOS HHS 245001 100                                                    STATE
   302      1084       201      00 P 1                                      128,858.20      76     77
   302      1084       201      00 N 1                                          200.00      76     76
   302      1084       203      00 P 1                                        3,078.83CR    76     80
   302      1084       203      00 N 1                                           21.17CR    80     80
   302      1084       285      02 P 1                                        8,876.27      73     78
   302      1084       295      00 N 9        696.60            696.60        1,696.60      79     81
   302      1084       296      00 N 9        696.60CR          696.60CR    159,130.96CR    75     81
   302      1084       298      00 N 9                                      142,834.36      75     80
   302      1084       299      00 N 9                                       14,600.00      77     77
   302      1084       900      00 P 1                                       22,108.57      75     80
   302      1084       900      00 N 1                                          404.56      75     80
   302      1084       900      01 P 1                                          750.00      78     78
   302      1084       915      00 P 1                                          208.79      76     79
   302      1084       920      00 P 1                                           13.40      79     79
   302      1084       950      00 P 1                                          867.03      76     77
   302      1084       985      00 P 1                                          101.41      76     77
                       TOT      P1                                          158,704.84
                       TOT      N1                                              583.39
                 ** JOB TOTALS **                      **               **  159,288.23  **

NT NO          FA PROJ NOS PMS 005090 100                                                  STATE
   302      1096       296      00 N 9                           16.46CR         16.46CR    81     81
   302      1096       298      00 N 9                           16.46           16.46      81     81
   302      1096       920      00 P 1                           16.46           16.46      81     81
                       TOT      P1                               16.46           16.46
                 ** JOB TOTALS **                      **        16.46  **       16.46  **
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                                  301    1955       905        00 P 1
                                                    TOT           P1
                                                    TOT           N1
                                                 ** JOB TOTALS **                **

   VARIOUS CTY STS, HALFWAY     CONT NO       * FA PROJ NOS SOS 102001 100
                                  301    1951       296        00 N 9
                                  301    1951       296        00 N 9
                                  301    1951       296        00 N 9
                                  301    1951       901        00 N 1
                                  301    1951       904        00 P 1
                                  301    1951       9[illegible]        00 P 1
                                  301    1951       905        00 N 1
                                  301    1951       920        00 P 1
                                  301    1951       921        00 N 1
                                  301    1951       922        00 P 1
                                  301    1951       922        00 P 1
                                  301    1951       922        00 N 1
                                                    TOT           P1
                                                    TOT           N1
                                                 ** JOB TOTALS **                **

   OAK BALM BIRCH STS           CONT NO       * FA PROJ NOS M    000009 100
                                  301    1955       296        00 N 9
                                  301    1955       298        00 N 9
                                  301    1955       901        00 P 1
                                  301    1955       9[illegible]        00 P 1
                                  301    1955       910        00 P 1
                                  301    1955       911        00 P 1
                                  301    1955       914        00 P 1
                                  301    1955       920        00 P 1
                                  301    1955       921        00 P 1




 TOTAL TO DATE JOB COST SUMMARY                                                  FEBRUARY 1
                                                                                        FISCA
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   OR  CURRENT MONTH    YEAR TO
                                  301    1955       922        00 P 1
                                  301    1955       922        00 N 1
                                  301    1955       923        00 P 1
                                                    TOT           P1
                                                    TOT           N1
                                                 ** JOB TOTALS **                **

   POWDER RIV BR BRODWY ST      CONT NO       * FA PROJ NOS SOS 103001 100
                                  301    1959       296        00 N 9
                                  301    1959       296        00 N 9
                                  301    1959       296        00 N 9
                                  301    1959       298        00 N 9
                                  301    1959       901        00 P 1
                                  301    1959       901        00 N 1
   301    1958       2[illegible]      00 P 1                                          4.03            74.68
                     TOT          P1                                                   4.03CR       1,158.99
                     TOT          N1
                  ** JOB TOTALS **                          **                              **      1,233.67   **

                                                                                                              STATE
CONT NO          * FA PROJ NOS SOS 102001 100                                                        3,615.00
   301    1951       296          00 N 9                                                            11,492.87CR
   301    1951       296          00 N 9                                                .26          7,877.87
   301    1951       298          00 N 9                                                .26CR        1,091.90
   301    1951       901          00 N 1                                                             4,950.00
   301    1951       904          00 P 1                                                               123.49
   301    1951       9[illegible] 00 P 1                                                               268.38
   301    1951       9[illegible] 00 N 1                                                                88.50
   301    1951       920          00 P 1                                                               554.28
   301    1951       921          00 N 1                                                .30CR           19.68
   301    1951       922          00 P 1                                                .30               .30
   301    1951       922          00 N 1                                                .30CR     [illegible]
                     TOT          P1                                                    .30          9,181.67
                     TOT          N1                                                                 1,914.86
                  ** JOB TOTALS **                          **                              **     11,096.53   **

                                                                                                              STATE
CONT NO          * FA PROJ NOS 11    000009 100                                                        526.81CR
   301    1958       296          00 N 9                                                               526.81
   301    1958       298          00 N 9                                                                23.18
   301    1958       901          00 P 1                                                               249.06
   301    1958       905          00 P 1                                                                69.12
   301    1958       910          00 P 1                                                                83.46
   301    1958       911          00 P 1                                                                 3.20
   301    1958       914          00 P 1                                                                55.11
   301    1958       920          00 P 1                                                               166.80
   301    1958       921          00 P 1
```

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                                                            FEBRUARY 1981          PAGE  676

                                                                 FISCAL             GRAND TOTAL
T       PREFIX           FUNCTION   GR  CURRENT MONTH        YEAR TO DATE            TO DATE
   301    1958       922          00 P 1                                                    22.92
   301    1958       922          00 N 1                                                     4.76
   301    1958       923          00 P 1                                                    12.17
   301    1958       923          00 P 1                                                   674.02
                     TOT          P1                                                         4.[illegible]
                     TOT          N1                                                         4.76
                  ** JOB TOTALS **                          **                  **         678.78   **

                                                                                                    STATE
CONT NO          * FA PROJ NOS SOS 103001 100                                              440.00
   301    1959       296          00 N 9                                5,565.55CR      10,145.55CR
   301    1959       296          00 N 9                                5,565.55         9,705.55
   301    1959       298          00 N 9                                  279.25         4,707.92
   301    1959       901          00 P 1                                                    10.08
   301    1959       901          00 N 1
```

```
RR XING PROT-PUC                   CONT NO          FA PROJ NOS
                                      099    1799      205      00
                                      099    1799      205      00 0
                                      099    1799      233      00          183,001.32          180,881.9
                                      099    1799      233      00 0
                                      099    1799      283      49
                                      099    1799      285      00
                                      099    1799      915      00
                                                    ** JOB TOTALS **     183,001.32   **     181,093.8

HALFWAY CITY ST-SCA                CONT NO          FA PROJ NOS
                                      301    1705      287      00
                                                    ** JOB TOTALS **                  **

HUNTINGTON-WASH ST & MONROE ST CONT NO              FA PROJ NOS
                                      301    1706      900      00                              25,000.0
                                                    ** JOB TOTALS **                  **      25,000.00

NORTH MARION-GEARHART              CONT NO          FA PROJ NOS
                                      304    1706      900      00



TOTAL TO DATE JOB COST SUMMARY                                                           AUGUST 1980

DESCRIPTION OF JOB OF DEPARTMENT         PREFIX        FUNCTION   GR  CURRENT MONTH         FISCAL
                                                                                        YEAR TO DATE
                                                    ** JOB TOTALS **                  **

  WARRENTON-NW 1ST ST               CONT NO          FA PROJ NOS
                                      304    1707      900      00
                                                    ** JOB TOTALS **                  **

  EAST C ST-1ST/2ND RAINIER         CONT NO          FA PROJ NOS
                                      305    1714      900      00
                                                    ** JOB TOTALS **                  **

  BROOKINGS(WHARF ST)SECT           CONT NO 0000 * FA PROJ NOS
                                      308    1708      201      00
                                      308    1708      2[illegible]5      00
                                      308    1708      296      00
                                      308    1708      500      00
                                      308    1708      [illegible]      00 *
                                      [illegible]    [illegible]      [illegible]      [illegible]
```

```
      CONT NO         FA PROJ NOS                                                           STATE
          099    1799     205      00                                211.94       29,077.41CR
          099    1799     205      00 0                                            2,919.76CR
          099    1799     233      00          183,001.32        180,881.90     1,612,621.47
          099    1799     233      00 0                                           23,157.52
          099    1799     233      49                                             27,762.91
          099    1799     285      00                                                 65.20
          099    1799     915      00                                                511.50
                       ** JOB TOTALS **        183,001.32  **    181,093.84  **  1,638,181.50  **

      CONT NO         FA PROJ NOS                                                           STATE
          301    1705     287      00                                             18,345.00
                       ** JOB TOTALS **                    **                **   [illegible]  **

RGE ST CONT NO        FA PROJ NOS                                                           STATE
          301    1706     900      00                             25,000.00       25,000.00
                       ** JOB TOTALS **                    **     25,000.00  **   25,000.00  **

      CONT NO         FA PROJ NOS                                                           STATE
          304    1706     900      00                                             25,000.00




ARY                                                       AUGUST 1980            PAGE  398
                                                               FISCAL            GRAND TOTAL
TMENT        PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE          TO DATE
                       ** JOB TOTALS **                    **                **   25,000.00  **

      CONT NO         FA PROJ NOS                                                           STATE
          304    1707     900      00                                             25,000.00
                       ** JOB TOTALS **                    **                **   25,000.00  **

ER    CONT NO         FA PROJ NOS                                                           STATE
          305    1714     900      00                                             25,000.00
                       ** JOB TOTALS **                    **                **   25,000.00  **

      CONT NO 0000 *  FA PROJ NOS                                                           STATE
          308    1708     201      00                                             69,975.35
          308    1708     295      00                                             27,509.51
          308    1708     296      00                                             27,509.51CR
          308    1708     900      00                                              9,8[illegible].03
          308    1708  [illegible] 00                                                 44.68
          30[illegible] 170[illegible] [illegible] [illegible]                        [illegible].74
```

Transfer From SCA

AUSTIN-SUMPTER CO RDS	212	1404	901	00	.55CR	98.75
	212	1404	918	00	11.09	5,057.56
	212	1404	923	00		34.16
			** JOB TOTALS **		10.54 **	5,190.47 **
HALFWAY(BELL CLAUDE&MAIN STS)	301	1441	901	00		
	301	1441	901	00 -		
	301	1441	910	00	77.41	422.37
	301	1441	924	00		61.36

TOTAL TO DATE JOB COST SUMMARY JUNE 1977 PAGE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TO
			** JOB TOTALS **		77.41 **	483.73 **	
MCVEY BRIDGE (LAKE OSWEGO)	303	1403	905	00			
	303	1403	906	00			
	303	1403	914	00			
	303	1403	920	00			
	303	1403	921	00			
			** JOB TOTALS **		**	**	
	303	1471	295	00		5,337.03	
	303	1471	296	00		5,337.03CR	
			** JOB TOTALS **		**	**	
	303	1490	296	00			
	303	1490	299	00			
			** JOB TOTALS **		**	**	
NE & SE 2ND ST-SCAPPOOSE	305	1419	905	00			
	305	1419	914	00			
	305	1419	918	00			
	305	1419	920	00			
	305	1419	921	00			
			** JOB TOTALS **		**	**	
E,L & 2ND STS(COLUMBIA CITY)	305	1424	901	00	2.68CR	480.63	
	305	1424	905	00	.49	340.25	
	305	1424	910	00	4.21CR	317.70	
	305	1424	920	00	4.39	49.39	
	305	1424	921	00	1.63	251.93	
	305	1424	924	00		25.24	
			** JOB TOTALS **		.38CR**	1,965.14 **	
POWERS (FIR ST)	306	1407	901	00			
	306	1407	905	00		3.10	
	306	1407	910	00			
	306	1407	920	00			

```
2     1404      901       00                  .55CR              98.75                98.75
2     1404      918       00                11.09             5,057.56             5,057.56
2     1404      923       00                                    34.16                34.16
              ** JOB TOTALS **              10.54    **       5,190.47    **       5,190.47    **

1     1441      901       00                                                      1,247.41
1     1441      901       00 -                                                       89.31
1     1441      910       00                77.41               422.37               576.92
1     1441      924       00                                     61.36                61.36
```

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                                                        JUNE 1977           PAGE  405

                                                          FISCAL             GRAND TOTAL
  PREFIX          FUNCTION   GR  CURRENT MONTH         YEAR TO DATE           TO DATE

              ** JOB TOTALS **              77.41    **          483.73    **      1,975.00    **

03    1403      905       00                                                        352.70
03    1403      906       00                                                      2,959.47
03    1403      914       00                                                          1.99
03    1403      920       00                                                         94.15
03    1403      921       00                                                      1,345.46
              ** JOB TOTALS **                       **                    **      4,753.77    **

03    1471      295       00                                  5,337.03            5,337.03
03    1471      296       00                                  5,337.03CR          5,337.03CR
              ** JOB TOTALS **                       **                    **                  **

3     1490      296       00                                                      3,284.45CR
3     1490      299       00                                                      3,284.45
              ** JOB TOTALS **                       **                    **                  **

5     1419      905       00                                                        706.60
5     1419      914       00                                                          5.72
5     1419      918       00                                                          8.40
05    1419      920       00                                                         35.47
06    1419      921       00                                                        504.59
              ** JOB TOTALS **                       **                    **      1,260.78    **

05    1424      901       00                2.68CR            480.63               480.63
05    1424      905       00                 .49              340.25               340.25
05    1424      910       00                4.21CR            817.70               817.70
05    1424      920       00                4.39               49.39                49.39
06    1424      921       00                1.63              251.93               251.93
06    1424      924       00                                   25.24                25.24
              ** JOB TOTALS **               .38CR**        1,965.14    **       1,965.14    **

06    1407      901       00                                                      1,709.77
06    1407      905       00                                    3.10                 803.06
06    1407      910       00                                                        143.78
06    1407      920       00                                                         31.77
```

8894

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
12-19-79

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) FOR "OFF-SYSTEM" PROJECT

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SOS-0102(1)
2. COUNTY Baker
3. STATE Oregon 8894

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental work, involved the construction of aggregate shoulders and asphalt concrete pavement on the Halfway Section (7 City Streets) in the City of Halfway in Baker County.

5. CONTRACTOR'S NAME R. L. Coats
6. CONTRACT AMOUNT $ 57,840.00

7. **CERTIFICATION:** *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) F. T. Hossey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR DEC 24 '79
REFER TO
FOR
File
Act
Sign
Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ~~Varies~~ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.880	Varies	NA	

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer
11. DATE OF INSPECTION July 24, 1979
12. IN COMPANY WITH Bud VanCleave, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE David B. Carter
David B. Carter
14. TITLE Area Engineer
15. DATE 12-19-79

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G. K. Hossner
G. K. Hossner
17. TITLE Field Operations Engineer
18. DATE 12-19-79

FORM PR-33C
(Rev. 7-72)
Previous editions of this form are obsolete

8894

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	12-19-79					
	Halfway Section Seven City Streets Baker County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 231.67	
	Hanley Engineering	Lump Sum			8,950.00	
	Total Preliminary Engineering				$ 9,181.67	
	Construction					
	Type Code 6201					
	Roadway (Seven City Streets)					
	Final Contract Payment Summary	Lump Sum			67,805.28	
	Construction Engineering					67,805.28 194.70 67,999 [illegible]
	State	All Required			362.88	
	Liquidated Damages	Lump Sum			(2,175.00)	
	Total Participating Construction				$(1,812.12)	
	Total Participating Costs				$75,174.83	
	Nonparticipating Items					
	Interest on Final Contract Payment	All Required			194.70	
	Preliminary Engineering	All Required			1,914.86	
	Total Nonparticipating Costs				$ 2,109.56	
	TOTAL PROJECT COSTS				$77,284.39	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/15/81.					
	AMOUNT CARRIED FORWARD					

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Orégon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-0102(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-21-78 To: 12-19-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Limited to $64,500		
$77,284.39	$75,174.83	85.80%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		1/27/81
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	

0.00

[illegible]

[illegible]

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

Total SCA funds transferred	$18,345.00
Amount needed for project	$14,501.99
Amount to transferred back to SCA	$3843.01

```
TOTAL TO DATE JOB COST SUMMARY                                                    JANUARY 1981
                                                                                     FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE

   CAMPBELL ST RR XING             CONT NO       * FA PROJ NOS RRP 920001 100
                                       301   1935      295      00 N 9                      291.61
                                       301   1935      296      00 N 9                      291.61CR
                                       301   1935      298      00 N 9
                                       301   1935      901      00 P 1                        4.03
                                       301   1935      901      00 N 1                        4.03CR
                                       301   1935      905      00 P 1
                                                       TOT      P1                            4.03
                                                       TOT      N1                            4.03CR
                                                    ** JOB TOTALS **          **                **

   VARIOUS CTY STS, HALFWAY        CONT NO       * FA PROJ NOS SOS 102001 100
                                       301   1951      295      00 N 9
                                       301   1951      296      00 N 9       .26                .26
                                       301   1951      298      00 N 9       .26CR              .26CR
                                       301   1951      901      00 N 1
                                       301   1951      904      00 P 1
                                       301   1951      905      00 P 1
                                       301   1951      905      00 N 1
                                       301   1951      920      00 P 1
                                       301   1951      921      00 N 1
                                       301   1951      922      00 P 1       .30CR              .30CR
                                       301   1951      922      00 N 1       .30                .30
                                                       TOT      P1           .30CR              .30CR
                                                       TOT      N1           .30                .30
                                                    ** JOB TOTALS **          **                **

   OAK BALM BIRCH STS              CONT NO       * FA PROJ NOS M   000009 100
                                       301   1955      296      00 N 9
                                       301   1955      298      00 N 9
                                       301   1955      901      00 P 1
                                       301   1955      905      00 P 1
                                       301   1955      910      00 P 1
                                       301   1955      911      00 P 1
                                       301   1955      914      00 P 1
                                       301   1955      920      00 P 1
                                       301   1955      921      00 P 1
                                       301   1955      922      00 P 1
                                       301   1955      922      00 N 1
                                       301   1955      923      00 P 1
                                                       TOT      P1
                                                       TOT      N1
                                                    ** JOB TOTALS **          **                **

   POWDER RIV BR BRODWY ST         CONT NO       * FA PROJ NOS SOS 103001 100
                                       301   1959      295      00 N 9
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                                                          JANUARY 1981         PAGE  658
                                                             FISCAL            GRAND TOTAL
 PREFIX          FUNCTION   GR  CURRENT MONTH          YEAR TO DATE            TO DATE

0          * FA PROJ NOS RRP 920001 100                                                        STATE
01    1935     295        00 N 9                          291.61                291.61
01    1935     296        00 N 9                          291.61CR              353.82CR
01    1935     298        00 N 9                                                 67.21
01    1935     901        00 P 1                            4.03
01    1935     901        00 N 1                            4.03CR            1,153.99
01    1935     905        00 P 1                                                 74.68
               TOT        P1                                4.03                 74.68
               TOT        N1                                4.03CR            1,153.99
             ** JOB TOTALS **                **                     **        1,233.67  **

0          * FA PROJ NOS SOS 102001 100                                                        STATE
01    1951     295        00 N 9                                              3,615.00
01    1951     296        00 N 9              .26                 .26        11,442.87CR
01    1951     298        00 N 9              .26CR               .26CR       7,877.87
01    1951     901        00 N 1                                              1,[illegible]
01    1951     904        00 P 1                                              8,950.00
01    1951     905        00 P 1                                                123.49
01    1951     905        00 N 1                                                [illegible]
01    1951     920        00 P 1                                                 38.50
01    1951     921        00 N 1                                                554.23
01    1951     922        00 P 1              .30CR               .30CR          19.68
01    1951     922        00 N 1              .30                 .30               .30
               TOT        P1                  .30CR               .30CR       9,131.67
               TOT        N1                  .30                 .30         1,914.86
             ** JOB TOTALS **                **                     **       11,096.53  **

0          * FA PROJ NOS M   000009 100                                                        STATE
01    1955     296        00 N 9                                                526.31CR
01    1955     298        00 N 9                                                526.81
01    1955     901        00 P 1                                                 23.18
01    1955     905        00 P 1                                                249.06
01    1955     910        00 P 1                                                 59.12
01    1955     911        00 P 1                                                 83.46
01    1955     914        00 P 1                                                  3.20
01    1955     920        00 P 1                                                 55.11
01    1955     921        00 P 1                                                165.80
01    1955     922        00 P 1                                                 22.92
01    1955     922        00 N 1                                                  4.76
00    1955     923        00 P 1                                                 12.17
               TOT        P1                                                    674.02
               TOT        N1                                                      4.76
             ** JOB TOTALS **                **                     **          678.78  **

0          * FA PROJ NOS SOS 103001 100                                                        STATE
01    1959     295        00 N 9                                                440.00
```

TOTAL TO DATE JOB COST SUMMARY — JANUARY 198

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO D
	301	1096	206	00	N	1		
	301	1096	295	00	N	9		
	301	1096	296	00	N	9		
	301	1096	298	00	N	9		
	301	1096	900	00	P	1		
	301	1096	900	00	N	1		
	301	1096	920	00	P	1		
			TOT	P1				
			TOT	N1				
			** JOB TOTALS **				**	
HALFWAY SEC-CITY OF HALFWAY CONT NO 8894 * FA PROJ NOS SOS 102001 100								
	301	1099	201	00	P	1		
	301	1099	203	00	P	1		
	301	1099	206	00	N	1		
	301	1099	295	00	N	9		
	301	1099	296	00	N	9	507.13CR	507
	301	1099	298	00	N	9	507.13	507
	301	1099	900	00	P	1	118.30CR	111.
	301	1099	900	00	N	1	118.30	118.
	301	1099	900	01	P	1	11.03CR	11
	301	1099	900	01	N	1	11.03	11
	301	1099	904	00	P	1	3,789.87CR	
	301	1099	904	00	N	1	3,789.87	3,729
	301	1099	915	00	P	1	650.43CR	
	301	1099	915	00	N	1	650.43	650.
	301	1099	920	00	P	1	39.91CR	39
	301	1099	920	00	N	1	39.91	39
			TOT	P1			4,609.54CR	162.
			TOT	N1			4,609.54	4,609.
			** JOB TOTALS **				**	4,447.
NW 9 AT BUCHANAN IN CORVALLIS CONT NO 8298 * FA PROJ NOS HHS 245001 100								
	302	1084	201	00	P	1		
	302	1084	201	00	N	1		
	302	1084	203	00	P	1		
	302	1084	203	00	N	1		
	302	1084	206	02	P	1		
	302	1084	295	00	N	9		
	302	1084	296	00	N	9		
	302	1084	298	00	N	9		
	302	1084	299	00	N	9		
	302	1084	900	00	P	1		
	302	1084	900	00	N	1		
	302	1084	900	01	P	1		
	302	1084	915	00	P	1		
	302	1084	920	00	P	1		

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                                                       JANUARY 1981        PAGE  155
                                                         FISCAL          GRAND TOTAL      ACTIVE YRS
     PREFIX        FUNCTION   GR  CURRENT MONTH       YEAR TO DATE         TO DATE        BEG    END
  301     1096     206      00 N 1                                              9.63       73     73
  301     1096     295      00 N 9                                          7,295.12       73     80
  301     1096     296      00 N 9                                         59,131.36CR     73     80
  301     1096     298      00 N 9                                         51,835.24       73     73
  301     1096     900      00 P 1                                          2,001.40       73     73
  301     1096     900      00 N 1                                             83.83       78     73
  301     1096     920      00 P 1                                             79.99       73     78
                   TOT         P1                                          66,319.39
                   TOT         N1                                              98.46
                ** JOB TOTALS **                  **                 **    66,417.85  **

                                                                                      STATE
CONT NO 8894 * FA PROJ NOS SOS 102001 100
  301     1099     201      00 P 1                                         67,035.23       79     79
  301     1099     203      00 P 1                                          2,175.00CR     79     79
  301     1099     206      00 N 1                                            104.70       79     79
  301     1099     295      00 N 9                                         10,700.00       79     79
  301     1099     296      00 N 9       507.13CR          507.13CR        67,352.13CR     79     81
  301     1099     298      00 N 9       507.13            507.13          56,652.13       79     81
  301     1099     900      00 P 1       118.30CR          111.52CR           359.65       79     81
  301     1099     900      00 N 1       118.30            118.30             140.80       80     81
  301     1099     900      01 P 1        11.03CR           11.03CR                        79     81
  301     1099     900      01 N 1        11.03             11.03              11.03       81     81
  301     1099     904      00 P 1     3,789.87CR                                          80     81
  301     1099     904      00 N 1     3,789.87          3,789.87           3,789.87       81     81
  301     1099     915      00 P 1       650.43CR                                          80     81
  301     1099     915      00 N 1       650.43            650.43             650.43       81     81
  301     1099     920      00 P 1        39.91CR           39.91CR                        79     81
  301     1099     920      00 N 1        39.91             39.91              39.91       81     81
                   TOT         P1      4,609.54CR          162.46CR        65,999.94
                   TOT         N1      4,609.54          4,609.54           4,826.74
                ** JOB TOTALS **                  **     4,447.08    **    70,826.68  **

                                                                                      STATE
CONT NO 8298 * FA PROJ NOS HHS 245001 100
   302     1084     201     00 P 1                                        128,858.20       76     77
   302     1084     201     00 N 1                                            200.00       76     76
   302     1084     203     00 P 1                                          3,078.83CR     76     80
   302     1084     203     00 N 1                                             21.17CR     80     80
   302     1084     205     02 P 1                                          8,876.27       78     78
   302     1084     295     00 N 9                                          1,000.00       79     79
   302     1084     296     00 N 9                                        158,434.36CR     75     80
   302     1084     298     00 N 9                                        142,834.36       75     80
   302     1084     299     00 N 9                                         14,600.00       77     77
   302     1084     900     00 P 1                                         22,108.57       75     80
   302     1084     900     00 N 1                                            404.56       75     80
   302     1084     900     01 P 1                                            750.00       78     78
   302     1084     915     00 P 1                                            208.79       76     79
   302     1084     920     00 P 1                                             13.40       79     79
```

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RR XING PROT-PUC                CONT NO        FA PROJ NOS
                                 099    1799     205     00
                                 099    1799     205     00 0
                                 099    1799     283     00            183,001.32        1
                                 099    1799     283     00 0
                                 099    1799     283     49
                                 099    1799     285     00
                                 099    1799     915     00
                                                ** JOB TOTALS **       183,001.32   **   1

HALFWAY CITY ST-SCA             CONT NO        FA PROJ NOS
                                 301    1705     287     00
                                                ** JOB TOTALS **                    **

HUNINGTON-WASH ST & MONROE ST   CONT NO        FA PROJ NOS
                                 301    1706     900     00
                                                ** JOB TOTALS **                    **

NORTH MARION-GEARHART           CONT NO        FA PROJ NOS
                                 304    1706     900     00



TOTAL TO DATE JOB COST SUMMARY                                                           AUGUS
                                                                                             F
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH        YEAR
                                                ** JOB TOTALS **                    **

 WARRENTON-NW 1ST ST            CONT NO        FA PROJ NOS
                                 304    1707     900     00
                                                ** JOB TOTALS **                    **

 EAST C ST-1ST/2ND RAINIER      CONT NO        FA PROJ NOS
                                 305    1714     900     00
                                                ** JOB TOTALS **                    **

 BROOKINGS(WHARF ST)SECT        CONT NO 0000 * FA PROJ NOS
                                 308    1708     201     00
                                 308    1708     295     00
                                 308    1708     296     00
                                 308    1708     900     00
                                 308    1708  [illegible] 00 1
                                 308    1708  [illegible] 00
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    CONT NO          FA PROJ NOS                                                                        STATE
       099    1799      205      00                                  211.94             29,077.41CR
       099    1799      205      00 0                                                    2,919.76CR
       099    1799      283      00          183,001.32           180,881.90         1,612,621.47
       099    1799      283      07 0                                                   23,157.52
       099    1799      283      49                                                     27,702.91
       099    1799      285      00                                                         65.20
       099    1799      915      00                                                        511.50
                     ** JOB TOTALS **        183,001.32  **       181,093.84   **    1,638,181.50  **

    CONT NO          FA PROJ NOS                                                                        STATE
       301    1705      287      00                                                     18,345.00
                     ** JOB TOTALS **                    **                    **     [illegible]  **

 ST CONT NO          FA PROJ NOS                                                                        STATE
       301    1706      900      00                                25,000.00            25,000.00
                     ** JOB TOTALS **                    **        25,000.00   **       25,000.00  **

    CONT NO          FA PROJ NOS                                                                        STATE
       304    1706      900      00                                                     25,000.00



                                                                 AUGUST 1980          PAGE  398

                                                                   FISCAL             GRAND TOTAL
NT          PREFIX        FUNCTION   GR  CURRENT MONTH          YEAR TO DATE            TO DATE
                     ** JOB TOTALS **                    **                    **       25,000.00  **

    CONT NO          FA PROJ NOS                                                                       STATE
       304    1707      900      00                                                     25,000.00
                     ** JOB TOTALS **                    **                    **       25,000.00  **

    CONT NO          FA PROJ NOS                                                                       STATE
       305    1714      900      00                                                     25,000.00
                     ** JOB TOTALS **                    **                    **       25,000.00  **

    CONT NO 0000 * FA PROJ NOS                                                                         STATE
       308    1708      201      00                                                     68,935.35
       308    1708      295      00                                                     27,589.51
       308    1708      296      00                                                     27,589.51CR
       308    1708      900      00                                                      9,8[illegible]
       308    1708  [illegible]  00                                                         44.68
       308    1708  [illegible]  00                                                    [illegible]
```

Transfer From SC P

#2874

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

10-10-79

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Interstate Coatings, Inc., No. 8668	Lewis & Clark River Bridge, Clatsop County	September 10, 1979
Houck-McCall Corp., No. 8830	Crane Rock Production Project, Harney County	September 10, 1979
Coast Marine Const., Inc., No. 8853	Catching Slough (Eastside) Bridge, Coos County	September 10, 1979
David A. Mowat Co., No. 8608	Columbia Blvd. Intchge. (Col. Blvd. U'Xing), Multnomah County	September 10, 1979
Hansen Elect. Co., No. 8700	Cape Arago Hwy. @ Harrison Ave. (N. Bend), Coos County	September 17, 1979
R. L. Coats, No. 8894	Halfway Paving Project, Baker County	September 19, 1979
Roseburg Paving, Inc., No. 8813	Cedar St.-Oak St. (Oakland), Douglas County	September 19, 1979
Baker Redi-Mix, Inc., No. 8955	M.P. 40.2 - M.P. 44.0 Paving Project, Union County	September 26, 1979
Continental Crushing & Leasing, Inc., No. 8888	Paisley Rock Production Project, Lake County	September 27, 1979
Hamilton Electric, Inc., No. 8730	Pendleton/John Day Hwy. @ SW Hailey St. (Pendleton), Umatilla County	September 28, 1979
Traffic Marking Specialists, Inc., No. 8944	Grants Pass Pavement Marking, Josephine County	October 1, 1979
Linnco Elect. Co., No. 8769	1st Ave.-6th Ave. (Albany), Linn County	October 3, 1979

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats, No. 8640	Hines-Diamond Ave. (Burns) Project, Harney County	October 3, 1979
Dennis V. Snyder, No. 8838	Clackamas RR O'xing-SE 110th Ave., Clackamas Co.	October 5, 1979
R. A. Hatch Co., No. 8855	Beltline Rd. & Delta Hwy., Lane County	October 11, 197
Copeland Paving, Inc. No. 8915	Rogue River Grading & Paving Project, Jackson County	October 11, 197
M. C. Lininger & Sons, Inc., No. 8916	Rogue Valley Hwy. @ Charlotte Ann Road, Jackson County	October 11, 197

October 10, 1979 H S Coulter

H. S. Coulter, State Highway Engineer

8894

September 21, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8894 awarded to R. L. Coats for paving seven city streets in the City of Halfway, Baker County, was completed July 11, 1979, and accepted by the State Highway Engineer on September 19, 1979.

Final payment in the amount of $3,281.51 will be released to the contractor after September 26, 1979. The total contract amount is $65,630.28 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: R. L. Coats
63285 Skyline Ranch Road
P. O. Box 1008
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

#5774

STATE COPY

7-24-79

cc: State (H. S. Coulter)

U.S. ARTMENT OF TRANSPORTATION
FEDE L HIGHWAY ADMINISTRATION

FINAL INSPECTION
&
INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF INSPECTION 7-24-79	INSPECTION MADE BY David B. Carter		PROJECT NO. SOS-0102(1)

IN COMPANY WITH
Bud VanCleave, Resident Engineer, OSHD

LOCATION
City Streets, City of Halfway, Baker County, Oregon

CONTRACTOR NAME AND ADDRESS
R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97701

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO Keasey
FOR

Info	Invc	R/D	D/R	S/p	Act	File

8-14
cif

AWARD DATE April 2, 1979	CONTRACT AMOUNT $57,840.00	TIME ALLOWED 60 calendar days	TIME STARTED April 14, 1979	WORK STARTED June 24, 1979
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 97/60 = 162%	WORK COMPLETED 100%	

REMARKS

HALFWAY SECTION
CITY STREETS
BAKER COUNTY
Paving

This project provided for the paving of several city streets.

The progress of the project is listed as unsatisfactory as the time elapsed is in excess of the contract time. The actual project work was completed in several working days. The time overrun apparently resulted from the contractor's scheduling of the work.

Material incorporated into the project met pertinent specification requirements. The contract called for a commercial mix.

The plans called for 7 streets to be paved. This was a modification from the earlier program approval which had included some additional streets. The plans had been downscaped to only 7 streets due to the projected cost of the project. It has always been the city's intent to pave as many streets as possible within the funding limitations. Additional streets were paved beyond those shown on the plans but with the approved program. The City was able to obtain additional funds from other sources and the aggregates proved to be lighter than the unit weight which had been used for estimating purposes. This allowed for a greater volume of material using the same tonnage. The contractor was agreeable to paving the additional streets. This work will be included in a documentary price agreement.

8894

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Main, Center, 1st, Powell Dawson, Church, Pine, Halfway Streets

WEEK ENDING: July 14, 1979

SECTION PREFIX: 301-1099

HIGHWAY: City Street

COUNTY: Baker

NAME OF JOB: Main, Center 1st, Powell, Dawson, Church, Pine, Halfway Streets

KIND OF WORK: Paving

CONTRACTOR: R.L. Coats, Co.

CONTRACT NUMBER: 8894

FEDERAL AID PROJECT NUMBER: 505-0102(1)

DATE OF CONTRACT: April 2, 1979

DATE WORK STARTED: June 24, 1979

ESTIMATED COMPLETION DATE: July 13, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 17 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 97

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 162%

PROJECT AUTHORIZATION: $66,226.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%

EXCLUSIVE OF ENGINEERING: $57,840.00

ENGINEERING AUTHORIZATION: $5,784.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $57,874.00

ENGINEERING COST TO DATE: $

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION . . . . . . ____%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.15 mi
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					1.15 mi
TOTAL ESTIMATED QUANTITIES (CONTRACT)					1550 tons
TOTAL QUANTITIES CORRECTED TO DATE					1821 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1821 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					2

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Cloudy			
MONDAY 9	Fair			
TUESDAY 10	"			
WEDNESDAY 11	"			
THURSDAY 12	"			
FRIDAY 13	"			
SATURDAY 14	"			

RECEIVED
JUL 16 1979
CONSTRUCTION BRANCH

K
Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inless
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No activity on the job today.
MONDAY 9	"" ""
TUESDAY 10	""
WEDNESDAY 11	Processed shoulder rock and made road conn. on Kellog St. Contractor moved all equipment off project.
THURSDAY 12	
FRIDAY 13	
SATURDAY 14	

REMARKS

Jack Burch will be in Baker next week July 16, 1979 to assisi Jim Hanley with the semi-final.

SIGNED

H.N. Van Cleave

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8794   9

FILE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-89		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Baker
MODIFICATION NUMBER	5-14-79	Project Number SOS-0102(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000	$ 79,226
Federal funds	$ 8,385	$ 64,500
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. Highway Engineer
(Title)

XXX for: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

File

Oregon State Highway Division
Salem, Oregon, April 30, 1979

Federal Aid Project
No. SOS-0102(1)

Halfway Section
Seven City Streets
Baker County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$13,000.00

Type Code 6201
Roadway (Seven City Streets)

Mobilization	All Required		$ 5,000.00
Aggregate Shoulders	270 cu.yd.	12.00	3,240.00
Class "B" or "C" Asphalt Concrete	1,550 ton	32.00	49,600.00
	Subtotal		$57,840.00
	Engineering		8,386.00
	Total		$66,226.00

Length of Roadway - - - - - - - 0.880 mile
Cost of Roadway per Mile - - - $82,782.50

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$13,000	$ 8,385	$ 4,615
Roadway	66,226	56,115	10,111
Total	$79,226	$64,500*	$14,726

Group 1 - 100%
Contract No. 8894
Prefix 301-1951
Prefix 301-1099

*NOTE: Limited Amount

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-91	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-8-78	Oregon County Baker Project No. SOS-0102(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts., 11 Streets in Halfway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/21/78	1.44
RIGHTS-OF-WAY		
CONSTRUCTION	3/21/78	1.44
OTHER *(Specify)*		

FUNDS Pro Rata %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,000.00	$ 8,385.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 27, 1978

Federal Aid Project
No. SOS-0102(1)

VARIOUS CITY STREETS (HALFWAY)
CITY STREETS IN BAKER COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$13,000.00
	TOTAL	$13,000.00

Length of Project -------------- 1.44 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 13,000.00	$ 8,385.00	$ 4,615.00
Retain in PS&E Status	87,000.00	56,115.00	30,885.00
TOTAL	$100,000.00	$64,500.00	$35,500.00

Group 1 - 100%
Prefix: 301-1951

8894

Form A-[illegible]—[illegible]—4-[illegible]

Date April 25, 1979

Invoice No.

P. O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

H. S. Coulter
State Highway Engineer
Transportation Building

Salem, Oregon 97310

This Space for Use of Accounting Division

Transfer SCA Funds to State Highway Funds as matching funds for the Bell, Kellogg, Claude, Center, Commercial, Main and Powell Street Section, City of Halfway. Off System Project No. SOS-0102(1).

LUMP SUM $13,730.00

Prefixes: P.E. 301-1951
Const.301-1099

Gerald Wimer
Gerald Wimer

NOTE: $4,615.00 Transferred 3/31/78
Contract No. 8894
Agreement No. 6236

8894

Form A-66—3M—4-63

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by
Oregon State Highway Engineer
Oregon State Highway Division
ODOT Building
Salem, Oregon 97310

This Space for Use of Accounting Division

Date 3/31/78

Invoice No.

P. O. No.

Transfer from SCA funds to State Highway Funds for the P.E. for Various City Streets of the City of Halfway.

$4,615.00

OFF SYSTEM Project
SOS-0102(1)

G. W. Wimer

See CC 1804

8894

4-18-79

If this meets with your understanding and approval, please have the City Officials sign in the space provided below and return to this office, at which time the contract for this project will be awarded.

APPROVED
CITY OF Halfway
BY MAYOR Walter L Butler Jr
BY RECORDER Diane Glynn
DATE April 18, 1979

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

HR:pf

PROJECT MANAGEMENT
FME ☐ CCE ☐ OM ☐
LGF ☑ FAE ☐ CTE ☐
File: PM FA
TAA Hillbrandt [✓ LG] OP

Reynolds
awarded 4-2-79

8894

March 30, 1979

City of Halfway
City Hall
Halfway, Oregon 97834

Attn: Hon. Walter L. Butler, Jr.
Mayor

Gentlemen:

On March 29, 1979 a satisfactory bid was received from R. L. Coats, Boundary Box, Newport Avenue, Bend, Oregon 97701 for the Bell, Kellogg, Claude, Center, Commercial, Main and Powell Streets Section, SOS-0102(1).

This is an OFF SYSTEM project and based upon the contractor's bid the City's advance deposit is as follows:

Bid Items	$57,840.00
4½% Contingencies	$ 2,602.80
10% Engineering	5,784.00
Est. Total Construction Costs	$66,226.80
Est. PE Cost	12,000.00
Est. Total Project Cost	$78,226.80
Less Federal Funds	-64,500.00
City Share of Project Costs	$13,726.80

By rounding the City share of costs will be $13,730.00

This amount of $13,730.00 will be made up by transferring from the City's SCA to State Highway funds.

NOTE: $4,615.00 was taken from Halfway's SCA Funds for P.E. prior to Federal funding. The City's balance of SCA Funds are as follows:

$25,000.00
-4,615.00
-13,730.00
$ 6,655.00

Rec'd
5/1/79
Told Region
& State

4615
13730
18,345

If this meets with your understanding and approval, please have the City Officials sign in the space provided below and return to this office, at which time the contract for this project will be awarded.

APPROVED
CITY OF ______________

BY MAYOR ______________

BY RECORDER __________

DATE __________________

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald Wimer
Local Government Manager

HR:pf

bcc w/AD # 605: Vern Skoog - Please return completed AD # 605 when check is received.
Region 5 Federal Aid Engineer Roger Lang

8894

8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3

FEDERAL AID PROJECT NO. SOS-0102(1)

STATE PROJECT NO. See below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80216

RECEIVED
STATE HWY ENGR
MAR 15 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

one to [illegible] 3-16-79

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED 3-21-78

DATE AUTHORIZATION EFFECTIVE 3-7-79

FEDERAL ROUTE NUMBER non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION: Various City Streets (Halfway)

GENERAL DESCRIPTION OF WORK: Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated February 28, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 3-7-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8894

Halfway

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 28, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening March 29, 1979

Federal-aid Project No. SOS-0102(1)

Highway No. 2001 - City

Federal-aid Project Name Halfway Section

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

8894

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 16, 1979

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project SOS 0102(1)
Halfway Section
City Streets
Baker County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

NOTED
E. S. HUNTER

We concur it is in the public interest and approve the use of City-furnished aggregate shoulder material for the above project. The public interest finding is based on the small quantity of material required for the project and the ready availability of the material to the City.

G. K. Hosmer
for G. L. Green

cc:
D. O. Christensen (ODOT)

RECEIVED
TECHNICAL SERVICES
JAN 18 '79
REFER TO
FOR

Info	[illegible]	[illegible]	D/R	[illegible]	Act	File

8894

Section Halfway

Programming Estimate $ 79000 Rm.

Highway 7 City Streets

Project Length .80 miles

County Baker

Completion Time 60 Cal. days

Kind of Work Paving

Prefix 301-1951-921

FA Project No. SOS-0102(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-16-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number

ATTENTION: Roger Lang.

FROM: Project Mngt.

COMMENTS: Please forward to the city for their information

Form 731-0033 (7/78)

ract Amount $ 68,755.00

$

Roger Lang said money OK 1/24/79

$ 68,755.00

Contingencies (4-1/2%) 3,093.98

Engineering (10 %) 6,875.50

Credit for SUBTOTAL $

Estimated Net Authorization, Construction . . . . $ 78,724.48

APPROVED

Road Design Engineer

Est. P.E. Costs	3,515.42
Less (SCA) Advance Deposit	-2,292.18
Less: SOS Federal Funds	-64,500.00
Est. City Share (SCA Funds)	$15,447.72

25,000.00
-2292.00
-15447.72
$ 7,36030

Section Halfway Programming Estimate $ 79000 Rm.

Highway 7 City streets Project Length .80 miles

County Baker Completion Time 60 Cal. days

Kind of Work Paving

Prefix 301-1951-921 FA Project No. 505-0102(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 68,755.00

Anticipated Additional Items:

Royalty Payment

Building Permit Fees

Slide Correction

Railroad Protective Costs

Other Railroad Costs

Permanent Signing

Permanent Pavement Striping

Temporary Pavement Striping

Remove Pavement Striping (Exist. & Temp.)

Temporary Erosion Control

State Furnished

Install Water Meter

Furnish Water

Laboratory Fees

On the Job Trainees

State Responsibility for Damages

Signal Controller Testing

Bikeway Signs

Furnish Mail Box Posts

Adjust Utilities

Misc. Permit Fees

$

	$ 68,755.00
Contingencies (4-1/2%)	3,093.98
Engineering (10 %)	6,875.50
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 78,724.48

500-

APPROVED

Road Design Engineer

Mat

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 12-7-78

ection Halfway (City streets) County Baker
ind Of Work Paving Length .80 miles Name Bergstedt

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		5000^{00}
	Aggregate Shoulders		Cu. Yd.	270	6^{50}	1755^{00}
	Class "B" or "C" Asphalt Concrete		Ton	1550	40^{00}	$62,000^{00}$
						68755^{00}

```
                                 301   1946      901      00 P 1
                                 301   1946      901      00 N 1
                                 301   1946      905      00 P 1
                                 301   1946      910      00 P 1
                                 301   1946      914      00 P 1
                                 301   1946      920      00 P 1
                                 301   1946      921      00 P 1
                                                 TOT      P1
                                                 TOT      N1
                                              ** JOB TOTALS **              **

   VARIOUS CTY STS, HALFWAY      CONT NO         FA PROJ NOS SOS 102001 100
                                 301   1951      296      00 N 9
                                 301   1951      296      00 N 9       1,223.24CR          1,223.24C
                                 301   1951      298      00 N 9       1,223.24            1,223.24
                                 301   1951      901      00 P 1                             641.23
                                 301   1951      906      00 P 1                             305.07
                                 301   1951      920      00 P 1                              12.14
                                 301   1951      921      00 P 1          192.14             192.14



TOTAL TO DATE JOB COST SUMMARY                                                  DECEMBER 1978
                                                                                   FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO DATE
                                 301   1951      922      00 P 1                              16.58
                                                 TOT      P1              192.14           1,167.66
                                              ** JOB TOTALS **            192.14   **      1,167.66

   OAK BALM BIRCH STS            CONT NO         FA PROJ NOS M    000009 100
                                 301   1955      905      00 P 1            5.40               5.40
                                 301   1955      922      00 N 1            4.76               4.76
                                                 TOT      P1                5.40               5.40
                                                 TOT      N1                4.76               4.76
                                              ** JOB TOTALS **             10.16   **         10.16

   SW WESTERN AV-6TH ST(CORVALLI CONT NO       * FA PROJ NOS RRP 507006 100
                                 302   1924      [illegible] 00 N 9         6.99               6.99
                                 302   1924      [illegible] 00 N 9         6.99CR            27.96C
                                 302   1924      298      00 N 9
                                 302   1924      299      00 N 9                              20.96
                                 302   1924      901      00 P 1
                                 302   1924      905      00 P 1
                                 302   1924      918      00 P 1
                                                 TOT      P1
                                              ** JOB TOTALS **                     **

   NW 9TH AT BUCHANAN(CORVALLIS  CONT NO         FA PROJ NOS HHS 2[illegible]001 100
                                 302   1926      296      00 N 9
```

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      301   1946      901       00 P 1                                                              13.83
      301   1946      901       00 N 1                                                             180.92
      301   1946      905       00 P 1                                                              61.38
      301   1946      910       00 P 1                                                             131.63
      301   1946      914       00 P 1                                                              60.75
      301   1946      920       00 P 1                                                             447.38
      301   1946      921       00 P 1                                                           1,035.54
                      TOT       P1                                                                  12.53
                      TOT       N1                                                               1,048.07  **
                   ** JOB TOTALS **                  **                        **

                                                                                                          STATE
   CONT NO          FA PROJ NOS SOS 102001 100
      301   1951      294       00 M 9                                                            3,614.00
      301   1951      296       00 M 9       1,223.24CR              1,223.24CR                   4,838.24CR
      301   1951      298       00 M 9       1,223.24                1,223.24                     1,223.24
      301   1951      901       00 P 1                                 641.73                     1,091.90
      301   1951      905       00 P 1                                 305.07                       306.07
      301   1951      920       00 P 1                                  12.14                        12.14
      301   1951      921       00 P 1         192.14                  192.14                       192.14
```

1891.59
1617.83
3515.42

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                                                          DECEMBER 1978            PAGE  607
ARY
                                                                      FISCAL           GRAND TOTAL
TMENT          PREFIX             FUNCTION   GR   CURRENT MONTH    YEAR TO DATE         TO DATE
        301     1951               922       00 P 1                        16.58              16.58
                                   TOT       P1          192.14        1,167.66           1,617.83
                            ** JOB TOTALS **             192.14  **    1,167.66  **       1,617.83  **

                                                                                                   STATE
   CONT NO              FA PROJ NOS M    000009 100
      301     1955        905         00 P 1             5.40              5.40               5.40
      301     1955        922         00 N 1             4.76              4.76               4.76
                          TOT         P1                 5.40              5.40               5.40
                          TOT         N1                 4.76              4.76               4.76
                       ** JOB TOTALS **                 10.16  **         10.16  **          10.16  **

                                                                                      00        STATE
VALLI CONT NO         * FA PROJ NOS RRP 507006 100
      302     1924        [illegible] 00 N 9             6.99              6.99               6.99
      302     1924        [illegible] 00 N 9             6.99CR           27.95CR           279.54CR
      302     1924        298         00 N 9                                                261.59
      302     1924        299         00 N 9                              20.96              20.96
      302     1924        901         00 P 1                                                203.76
      302     1924        905         00 P 1                                                 74.68
      302     1924        918         00 P 1                                                  1.10
                          TOT         P1                                                    279.54
                       ** JOB TOTALS **                        **                **         279.54  **

                                                                                      00        STATE
ALLIS  CONT NO           FA PROJ NOS HHS 245001 100
      302     1906        296         00 N 9                                             10,210.10CR
                                                                                         10,210.10
```

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TOTAL TO DATE JOB COST SUMMARY                                                              JUNE 1978
                                                                                               FISCAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO DATE
                                                     ** JOB TOTALS **                  **

                                         536   1602    900     00
                                                     ** JOB TOTALS **                  **

                                              MAJOR CLASS 16 TOTALS            4.54              248.01

  RR X-ING PRODUCTION FUND-PUC  CONT NO             FA PROJ NOS
                                         099   1799    205     60                           5,279.71CR
                                         099   1799    283     00    13,751.00        [illegible]
                                         099   1799    283     49                         27,9[illegible].87
                                         099   1799    915     00                         [illegible]
                                                     ** JOB TOTALS **  13,751.00  **    [illegible]

  HALFWAY CITY ST-SCH           CONT NO             FA PROJ NOS
                                         301   1706    287     00                            4,616.00
                                                     ** JOB TOTALS **                  **    4,616.00

                                         303   1719    900     00          .30CR
                                                     ** JOB TOTALS **          .30CR**

  NORTH MARION-[illegible]      CONT NO             FA PROJ NOS
                                         304   1706    900     00                           12,500.00
                                                     ** JOB TOTALS **                  **   12,500.00

  E 2ND & L STS COLUMBIA CTY    CONT NO 8629 2 FA PROJ NOS
                                         306   1713    201     00                         [illegible].61
                                         306   1713    296     00                           1,872.13
                                         306   1713    296     00                           1,872.13CR
                                         306   1713    900     00          31.94          [illegible]
                                                     ** JOB TOTALS **      31.94  **    [illegible]

  EAST C ST-1ST/2ND RAINIER     CONT NO             FA PROJ NOS
                                         306   1714    900     00                           12,500.00
                                                     ** JOB TOTALS **                  **   12,500.00

                                         306   1724    900     00          .83CR
                                                     ** JOB TOTALS **          .83CR**

  MYRTLE POINT RR RIGHT OF WAY  CONT NO             FA PROJ NOS
                                         306   1726    240     00
```

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RY                                                          JUNE 1978          PAGE  377
                                                                 FISCAL          GRAND TOTAL
MENT          PREFIX        FUNCTION   OR  CURRENT MONTH      YEAR TO DATE         TO DATE
                            ** JOB TOTALS **              **                  **     4,415.34  **

            536    1609     900      00                                              367.51
                            ** JOB TOTALS **              **                  **       367.51  **

                      MAJOR CLASS 16 TOTALS          4.54             248.01       180,375.67

PUC   CONT NO               FA PROJ NOS                                                   .00     STATE
            099    1799     205      00                          5,229.71CR     19,718.05CR
            099    1799     283      00        13,751.00       486,456.40      736,527.02
            099    1799     283      49                         27,438.57       27,782.91
            099    1799     916      00                            308.62          467.07
                            ** JOB TOTALS **   13,751.00  **   508,900.88  **  744,361.91  **

      CONT NO               FA PROJ NOS                                                           STATE
            301    1706     287      00                          4,615.00        4,615.00
                            ** JOB TOTALS **              **     4,615.00  **    4,615.00  **

            303    1719     900      00              .30CR
                            ** JOB TOTALS **         .30CR**                  **               **

      CONT NO               FA PROJ NOS                                                   .00     STATE
            304    1706     900      00                         12,500.00       12,500.00
                            ** JOB TOTALS **              **    12,500.00  **   12,500.00  **

Y     CONT NO 8629 2        FA PROJ NOS                                                   .00     STATE
            305    1713     201      00                         23,073.61       23,073.61
            305    1713     296      00                          1,872.13        1,872.13
            305    1713     296      00                          1,872.13CR      1,872.13CR
            305    1713     900      00            35.94         2,215.95        2,858.88
                            ** JOB TOTALS **       35.94  **    25,289.56  **   25,932.49  **

      CONT NO               FA PROJ NOS                                                   .00     STATE
            306    1714     900      00                         12,500.00       12,500.00
                            ** JOB TOTALS **              **    12,500.00  **   12,500.00  **

            306    1724     900      00              .83CR
                            ** JOB TOTALS **         .83CR**                  **               **

WAY   CONT NO               FA PROJ NOS                                                   .00     STATE
            306    1726     240      00                                         12,500.00
```

10-1

```
                                                   ** JOB TOTALS **                  **      2,200.15
   HALFWAY(BELL CLAUDE/MAIN STS)     301   1441     901      00
                                     301   1441     901      00 -
                                     301   1441     910      00                                344.96
                                     301   1441     924      00                                 61.36
                                                 ** JOB TOTALS **                    **        406.32

   MCVEY BRIDGE (LAKE OSWEGO)        303   1403     906      00
                                     303   1403     906      00




TOTAL TO DATE JOB COST SUMMARY                                                       OCTOBER 1976
                                                                                         FISCAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH       YEAR TO DATE
                                     303   1403     914      00
                                     303   1403     920      00
                                     303   1403     921      00
                                                 ** JOB TOTALS **                    **

                                     303   1490     296      00
                                     303   1490     299      00
                                                 ** JOB TOTALS **                    **

   NE & SE 2ND ST-SCAPPOOSE          305   1419     905      00
                                     305   1419     914      00
                                     305   1419     918      00
                                     305   1419     920      00
                                     305   1419     921      00
                                                 ** JOB TOTALS **                    **

   POWERS (FIR ST)                   306   1407     901      00
                                     306   1407     905      00                                  3.10
                                     306   1407     910      00
                                     306   1407     920      00
                                     306   1407     921      00                                 56.07
                                                 ** JOB TOTALS **                    **         59.17

   BURNS (PARK ST) FOLLEY DR         313   1483     901      00
                                     313   1483     905      00
                                     313   1483     906      00
                                     313   1483     918      00
                                     313   1483     920      00
                                     313   1483     921      00
                                     313   1483     923      00
                                                 ** JOB TOTALS **                    **

   HINES (SAGINAW AVE)               313   1484     901      00
                                     313   1484     905      00
                                     313   1484     920      00
                                     313   1484     921      00
```

```
                              ** JOB TOTALS **          **         2,200.15  **        2,200.15  **
.................................................................................................
           301   1441      901      00                                                 1,247.41
           301   1441      901      00 -                                                  89.31
           301   1441      910      00                                   344.96           499.51
           301   1441      924      00                                    61.36            61.36
                              ** JOB TOTALS **          **           406.32  **        1,897.59  **
.................................................................................................
)          303   1403      906      00                                                    35.70
           303   1403      906      00                                                 2,959.47




RY                                                   OCTOBER 1976          PAGE  344
.................................................................................................
                                                              FISCAL          GRAND TOTAL
MENT         PREFIX          FUNCTION   GR  CURRENT MONTH   YEAR TO DATE         TO DATE
           303   1403      914      00                                                     1.99
           303   1403      920      00                                                    94.15
           303   1403      921      00                                                 1,345.46
                              ** JOB TOTALS **          **                   **        4,753.77  **
.................................................................................................
           303   1490      296      00                                                 3,289.45CR
           303   1490      299      00                                                 3,289.45
                              ** JOB TOTALS **          **                   **                  **

           305   1419      905      00                                                   706.60
           305   1419      914      00                                                     5.72
           305   1419      918      00                                                     8.40
           305   1419      920      00                                                    35.47
           305   1419      921      00                                                   504.59
                              ** JOB TOTALS **          **                   **        1,260.78  **
.................................................................................................
           306   1407      901      00                                                 1,709.77
           306   1407      905      00                                     3.10           803.06
           306   1407      910      00                                                   143.78
           306   1407      920      00                                                    31.77
           306   1407      921      00                                    56.07           163.07
                              ** JOB TOTALS **          **            59.17  **        2,351.45  **
.................................................................................................
           313   1483      901      00                                                    11.96
           313   1483      905      00                                                    29.80
           313   1483      906      00                                                 1,075.07
           313   1483      918      00                                                    44.32
           313   1483      920      00                                                    36.18
           313   1483      921      00                                                   548.72
           313   1483      923      00                                                    11.21
                              ** JOB TOTALS **          **                   **        1,757.26  **

           313   1484      901      00                                                    24.15
           313   1484      905      00                                                    16.40
           313   1484      920      00                                                    16.40
           313   1484      921      00                                                 [illegible]
```

8894

Halfway

January 5, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Attention: Glenn Hossner

Gentlemen:

Re: Halfway Section
City Streets
Baker County

Approval is requested to utilize 270 yd.^{3} of City furnished 3/4"-0 aggregate shoulder material. This material is available from the Baker County Stockpile site, located 5.2 miles from the intersection of Record and Main Streets. This material is being purchased by the City from the County at $1.50 per cubic yard.

Due to the small amount of material required and the availability of this stockpiled source it is recommended that there be a public interest finding in favor of the use of this material.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: D. H. Stoudenmeyer
Jack Sullivan
D. H. Moehring

/ Versteeg /
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
JAN 05 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

HANLEY ENGINEERING
POST OFFICE BOX 701 BAKER, OREGON 97814 (503) 523-3803

JAMES D. HANLEY C.E.
CONSULTING ENGINEER
MINERAL SURVEYOR

WILLIAM L. HANLEY E.I.T.

THOMAS J. HANLEY E.I.T.

August 23, 1978

HALFWAY SECTION
8 City Streets
Baker County

Purpose of the survey was to relocate the platted street centerlines and monument the intersection points of the street centerlines.

No original monumentation was recovered along these street centerlines. The proper locations were determined by surveying the existing culture, including fence lines, fence corners and sidewalks.

The map data from the original platted subdivisions was superimposed on the drawing prepared from these various items to determine the intent of the original locators.

The streets involved in this project included Bell, Pine, Kellogg, Claude, Center, Powell, Commercial, Main (now known as Gover Lane), First, Church and Dawson Streets.

The relocation of the platted street centerlines are now monumented with steel pins.

The traveled and as-constructed street centerlines are not in all instances coincident with theoretical and monumented centerlines. The traveled street centerlines are stationed and used for the proposed improvement program in order that roadway crown will conform to paving centerline.

The eleven streets designated by the city for surfacing will cost an estimated $105,000. Pine, First and Church Streets were removed from the schedule, and the city further stated a preference which would eliminate Dawson Street and then Powell Street if the bid costs exceeded the available funds.

Test holes were dug by backhoe on Bell, Kellogg, Center and Pine Streets. All were found to have suitable foundations, and most have a partial O-11 type mat surface.

Shoulder rock material (3/4- 0) is available from the Baker County stockpile site, about 5.2 miles Southeasterly from the city center. The City will pay the County $1.50 per cubic yard for this material.

270 cubic yards

Respectfully submitted,

James D. Hanley

James D. Hanley

102.19 Plans - The plans which are applicable to the work to be performed under this contract bear title and date as follows:

Halfway Section
8 City Streets
Baker, County
1978

SECTION 105 - CONTROL OF WORK

105.06 Cooperation with Utilities - Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the City. The contractor shall contact the City for information regarding these arrangements.

The following organizations may be adjusting utilities within the limits of this project during the life of this contract:

City of Halfway (Sewer Manholes)

The contractor shall, at least 24 hours in advance of performing any work in the immediate vicinity of utility lines, contact the utilities to request the location and marking of buried utility facilities.

SECTION 106 - CONTROL OF MATERIALS

106.03 Furnishing Material from Outside Sources - The 3/4"- 0 aggregate shoulder material is furnished by the City of Halfway from the Baker County Stockpile Site, located approximately 5.2 miles Southeasterly from the intersection of Record and Main Streets.

SECTION 206 - TRENCH EXCAVATION FOR CONDUITS AND MINOR STRUCTURES

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications supplemented and/or modified as follows:

206.81 Excavation - There will be no separate measurement or payment for "Trench Excavation" on this project, it being understood to be included in the payment for the particular size of pipe involved.

SECTION 233 - WATERING

Watering shall be performed in conformance with Section 233 of the Standard Specifications supplemented and/or modified as follows:

The contractor's special attention is directed to the fact that, due to the lack of normal precipitation, water needed for the construction of this project may be in critically short supply. The contractor shall satisfy himself as to the availability of an adequate supply of water and any other factors that may be involved in furnishing water for this project.

233.81 and 233.91 Measurement and Payment - There will be no separate measurement or payment for watering on this project, it being understood that payment therefor is incidental to and will be included in payments made for the items "Aggregate Shoulder Rock".

SECTION 304 - AGGREGATE SHOULDER ROCK

Aggregate shoulder shall be constructed in conformance with Section 304 of the Standard Specifications supplemented and/or modified as follows:

304.12 Base - Delete this subsection and substitute the following:

Aggregate for aggregate shoulder shall be 3/4"- 0 size, furnished by the City from Baker County stockpile.

8894

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

September 1, 1978

FROM: F. L. Epley F. L. Epley
Region Engineer Specialist

SUBJECT: Halfway City Streets
Baker County

TO: Frank Terpin
Location Engineer

SALEM

Herewith consultants and Van Cleave's notes concerning Halfway City Street location survey. Also enclosed are mylar detail sheets for the various streets. For the type of work, these plans seem to be complete. The profile is not a concern inasmuch as this is an addition of shoulder material and asphalt concrete paving only.

A copy of Van Cleave's transmittal letter to the Region Engineer is also enclosed as this letter is his narrative for the project.

RECEIVED
SEP 5 1978
LOCATION
SECTION

FLE/vmt
Enc.

[illegible]

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION

TITLE OF RECORD SERIES Construction Contracts

ARRANGEMENT OF RECORDS by Contract Numbers

INDEX

INDEXING BEGINS WITH : 8863 **ENDS WITH** 8894 to be continued on Reel 206

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell & Howell File Master	16 mm	24 X	205	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 31st DAY OF January 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR